

THE COMMERCIAL MOTOR

FRIDAY, APRIL 21, 1961
ONE SHILLING



The full range includes: J.4, 1 and 1½ ton vans, J.2 van, pick-up and minibus, 1½, 2, 3, 4, 5 and 7 ton trucks, 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.

you're loads better off with

MORRIS

commercial vehicles

12 MONTHS'
WARRANTY

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Europe's most
comprehensive
service

The Morris J.4 10-12 cwt. light van is designed for maximum economy and efficiency. The 1500 cc engine gives 'Power Plus' for handling bulk with weights. Carefully designed low floor line and wide doors give absolute ease of loading and entrance to the cab. 160 cubic feet of packing space means the J.4 can be generously loaded. Independent front suspension, hydraulically actuated clutch, floor mounted gear change, seat adjustment and provision for heater, add to the J.4's efficiency and provide full driver comfort. Anti thief locks safeguard valuable loads. Giving reliable service and great economy the J.4 will meet your requirements with perfection.

© MC 64

TRANSMISSION NOISE

How Metalastik tackle and solve the problems

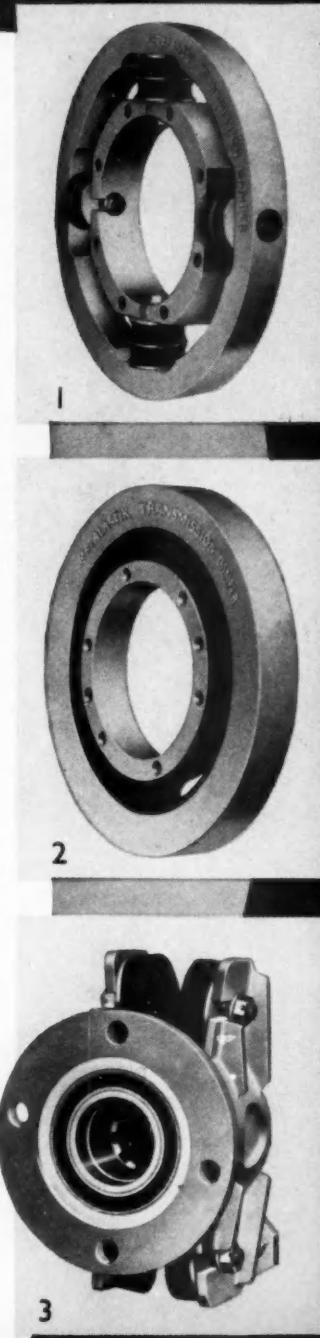
Many transmission systems which, from their design and workmanship, could be expected to be reasonably quiet, do in fact turn out to be unexpectedly noisy.

We have analysed and diagnosed a number of such cases, and find that as a rule resonant torsional vibration is the culprit, a conclusion which agrees with the practical observation by some engineers that a normally noisy transmission becomes markedly quieter when driven through a fluid flywheel.

In most cases, one or another form of the Metalastik torsional vibration damper makes a striking improvement. Two forms, shown at 1 and 2, are used when analysis has shown the trouble to be due to resonant torsional vibration or cyclic fluctuation of the flywheel. They can be fitted in either of the positions shown, either behind the gearbox or in front of the final drive. When the amplitudes are unusually large the Metalastik unit No. 3 is used.

This is not an inertia-type damper but a flexible coupling, in which low torques—at which most of the flutter occurs—are transmitted with considerable flexibility by a bush in torsion, the buffers taking up the drive only at high torque. This coupling is fitted between engine and gearbox.

Our engineers are always available to investigate problems and to bring to bear their unsurpassed experience.



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METALASTIK LTD. LEICESTER

**Long run or short,
it will serve you well!**



KARRIER 'BANTAM'

2 - 3 TONNER Petrol or Diesel

THIS POPULAR, versatile and extremely manoeuvrable forward-control vehicle is adaptable either as a van, lorry or tipper. Light, strong and well proportioned, its wide-vision cab provides exceptional driving comfort, whilst at the same time its low-cost running and maintenance make it a most practical and profitable investment.

Alternative wheelbase models are available, tyred for either long distance runs or shorter localised journeys.

Full details from your local Karrier dealer.

* * *

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Full-forward control with over 11' bodyspace on 8' 2" w.b. chassis or over 14' bodyspace on 10' 2" w.b. chassis.

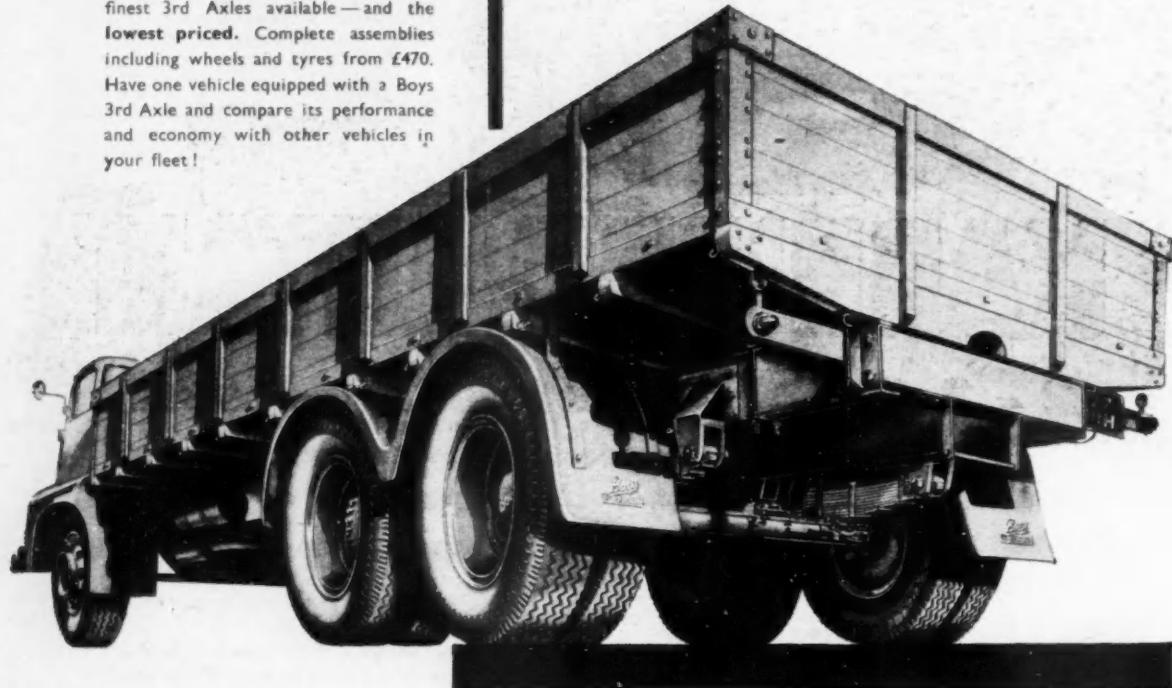
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ECONOMY
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W & W. 61



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THE CLAYMORE
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THE **Albion**
4-5 TON
CLAYMORE
The ideal low-cost
delivery vehicle

“On price, son, the Claymore can't be bettered — not when you consider what it offers”.

“Such as . . .”

“Fuel-saving for one thing. I reckon to knock out 20 m.p.g. with Claymores — and that's on stop-start work through traffic. Then you've got maximum body space with minimum overall length”.

“Plenty of space in the cab too, dad?”

“Yes, for three men if necessary — that's where the underfloor engine scores”.

“There's a new gearbox isn't there?”

“Yes, that's the Albion 5 or 6 speed constant-mesh job — a real heavy duty unit . . . then there's powerful braking . . . light steering . . .”

“You're certainly sold on the Claymore, daa*”.

“I am son, particularly at £1,415 for chassis and *cab. It's the only 4-5 tonner for me”.

*£1,200 for chassis only.

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It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise" "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing. The shutter can be supplied either in roll up or roof type.

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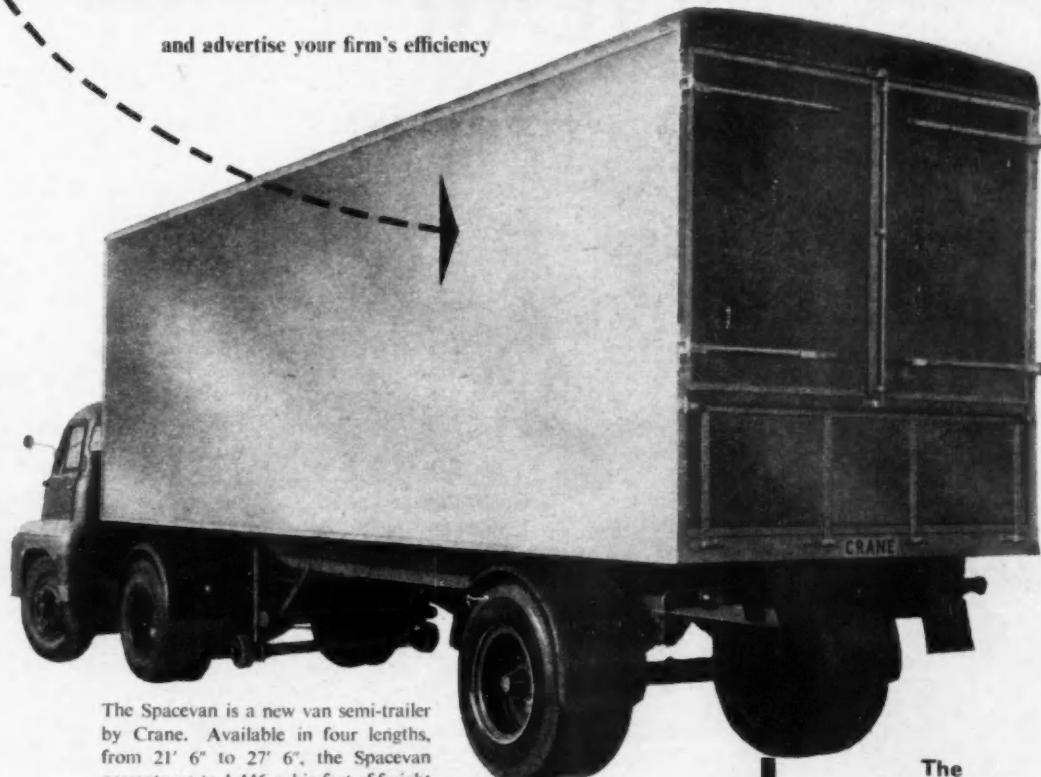
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The Spacevan is a new van semi-trailer by Crane. Available in four lengths, from 21' 6" to 27' 6", the Spacevan presents up to 1,446 cubic feet of freight capacity in a smart and efficient-looking aluminium body. The squared end construction of the van enables all available space to be utilised, and freight can quickly be loaded, in palletized form, by a fork-lift truck. Ten to twelve tons of goods can be transported swiftly and safely, protected alike from weather or pilfering. Mounted on a chassis, the Spacevan is still lighter than comparable chassis-less van semi-trailers. Because of this construction, it is strong and durable, and it can be adapted to meet special requirements.

LOOK INTO A SPACEVAN . . . THE LIGHTER, TOUGHER, CHEAPER VAN SEMI-TRAILER

For a demonstration of the Crane Spacevan, contact your local Crane distributor, or write to

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London Office : Sicilian House, Sicilian Avenue, W.C.1.

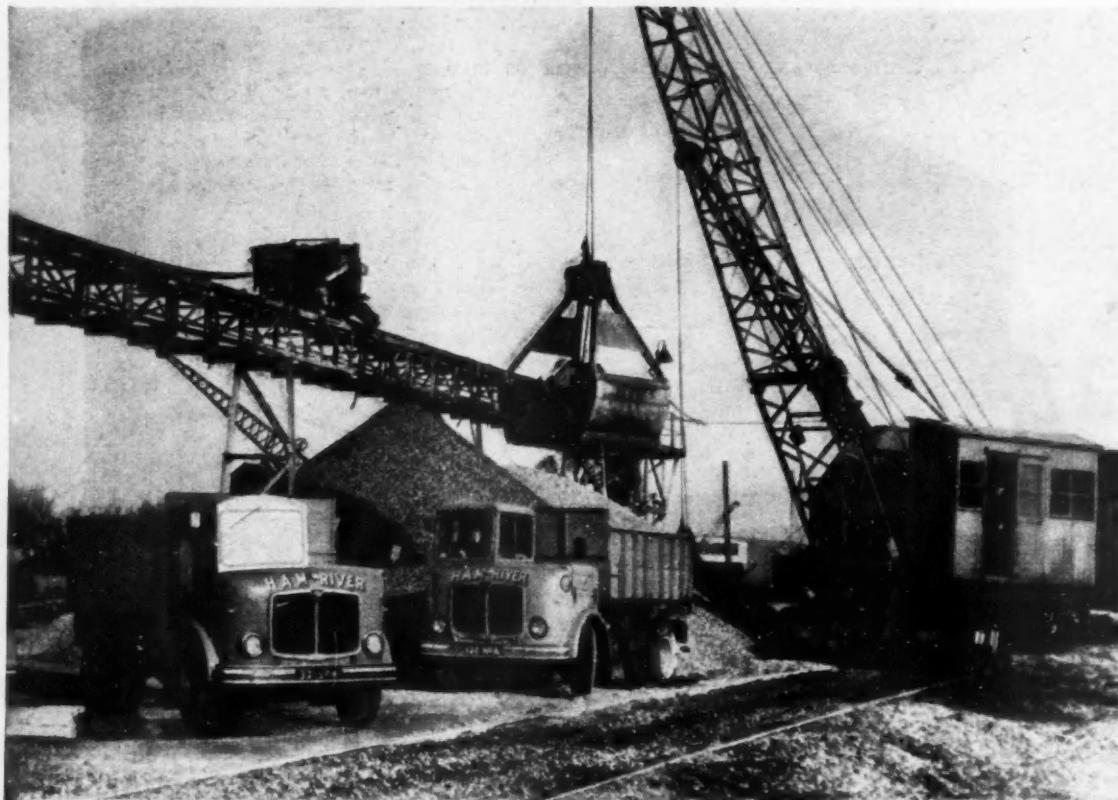
The
CRANE
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18 of these tipper bodies have been built for the Ham River Grit Co., Ltd. by DURAMIN to the customer's own detailed specifications. On an A.E.C. Mercury chassis with Anthony Hoist tipping gear, they carry an 8 cubic yard body.

Some are fitted with a special Duramin half-cab.

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"A.E.C. have kept our operating costs right down"

says Sir John Jackson's transport chief

Six and a half years ago Sir John Jackson Ltd. invested in a fleet of nine A.E.C. "Mammoth Majors", originally for hauling coal from opencast sites to disposal centre. This involved both on and off the road work, also severe climbs with gradients between one in five and one in ten. A tough job—but operators look to A.E.C. for above-average performance and they get it! This is what Sir John Jackson's transport chief says about their A.E.C. coal haulage fleet.

"I'm sure you will be interested to know that your original estimate of our costs per ton hauled with

A.E.C.'s worked out exactly right over the first five-year period, despite increases in the costs of fuel, labour and tyres. This is an amazing performance and it has kept our operating costs where we want them—right down! At the end of this first period we went on to double-shift working—and again the A.E.C.'s took this in their stride. We did six years on the original engines with virtually no trouble at all—we didn't even have the heads off! Your convenient engine replacement plan now enables us to enter a second phase of dependable low-cost operation."



A.E.C. LIMITED · SOUTHALL · MIDDLESEX



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*This vehicle was supplied to
Wm. Shaw & Sons (Hudd.)
Ltd.*

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traction bars
pull harder in
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centre ribs
give even road wear,
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Tension-dried
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cord
for maximum body
strength

The Firestone dual-purpose All-Traction Heavy Duty Truck tyre gives longer mileage on the road and better performance with greater efficiency off the road.

Firestone TYRES
consistently good

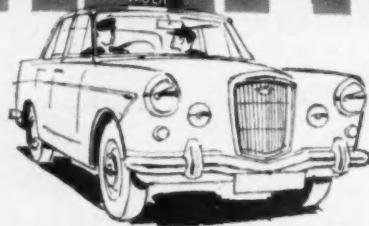
ON THE SPOT



IN TIME



THANKS TO



For the Fire, Police and Ambulance Services, where complete and continuing transmission reliability must never be in doubt, the automotive industry is content to place its trust implicitly in . . .

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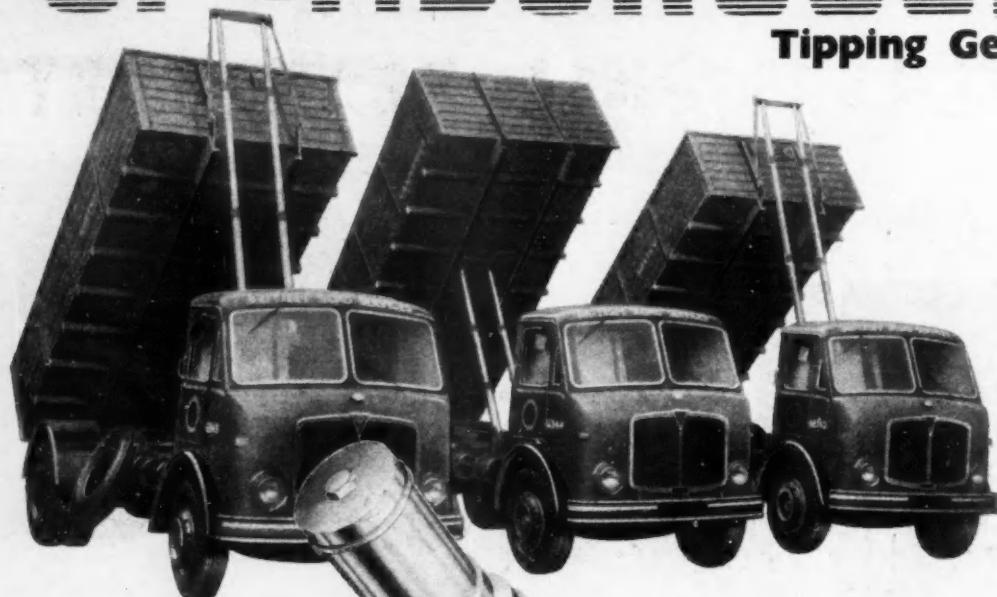
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Tipping Gears



Sectional View of the Spenborough Displacement Ram.

Spenborough Displacement Rams have precision ground working surfaces, which are wiped clean and immersed in oil on every stroke to eliminate corrosion. Single or twin ram end or underbody arrangements to suit various chassis and duties.



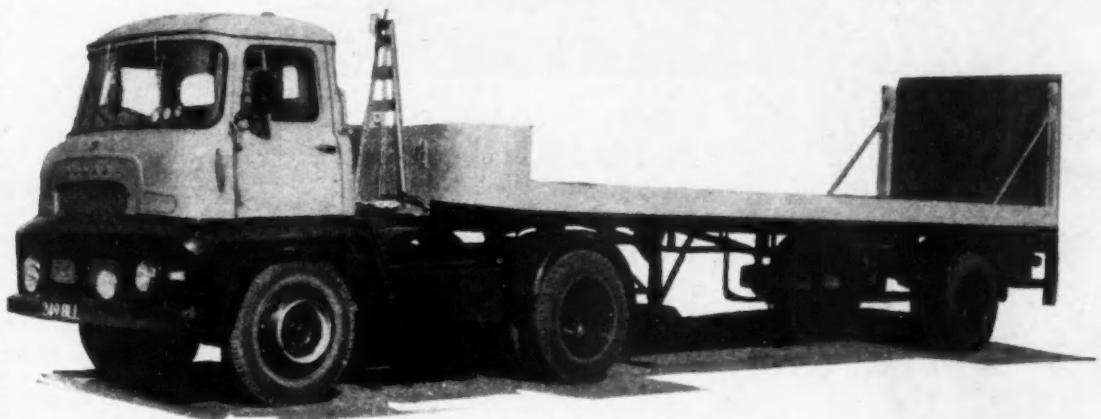
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take a tip
from
Telehoist



Shown above is the tough lightweight SL7 which is ideal for the new Bedford TK—fixed or drop side 6 cubic yard body.

**Six vital reasons why the SL7
is the gear of the moment**

- * Single telescopic ram with reinforced base designed for stability.
- * Rotary control valve for spreading operations, giving 'raise', 'hold' and 'lower' positions.
- * Axial piston pump for lifting power with a plus.
- * Minimum cab gap.
- * Maximum protection for ram.
- * Body specification to suit the job.

**Specify Telehoist when ordering TK and J
type Tippers and bodies**

Whatever the truck, Telehoist have a tipping gear for it.

The entire Telehoist range covers 4 basic types of gear and includes 24 different models. If you would like more information on the SL7 or details of the full Telehoist range, please post this coupon.

To Telehoist Limited, Cheltenham, England.

Please send me brochures and prices of Telehoist

Tipping Gears and bodies suitable for a

..... (name of truck)
..... (wheelbase) (capacity)

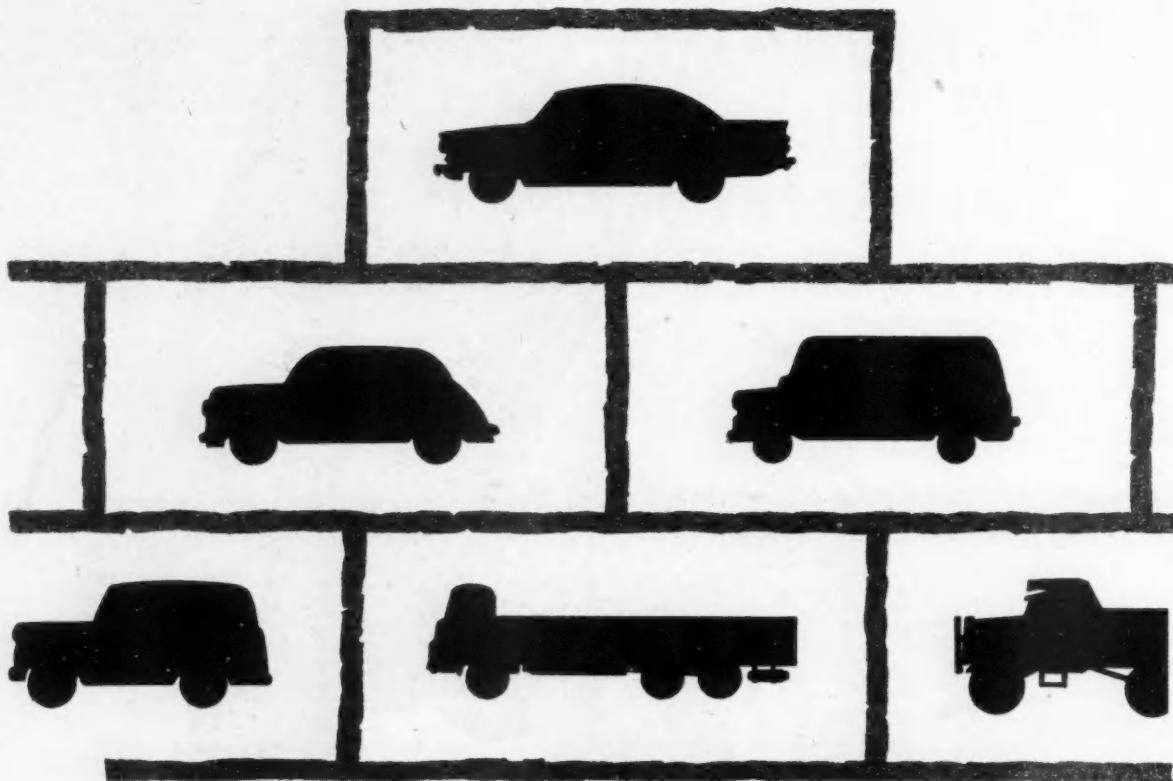
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*It's our business
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Homalloy are Specialists in SPECIALS



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Designed for the Albion "Chieftain" Chassis, this platform body is constructed throughout in Homalloy Light Alloy. It is fitted with a special 19' x 17' corrugated floor with tread plate on top.

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My fleet of trucks has to do a big proportion of hilly runs

Up Shap. Along the west side of the Pennines.

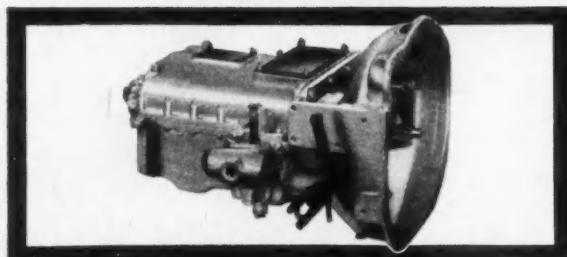
Over the Lakeland hills to the Cumberland industrial towns. To keep a load moving steadily a driver needs three or four middling to low gears. But that sort of ratio plays havoc with fuel costs on the other parts of the routes, down M.6 to Manchester and Liverpool. That's why I'm very interested in the new David Brown 6-speed gearbox. The lower of the two sets of ratios is my best answer yet.

I operate in the South Midlands and Thames valley

The M.1 seemed to be made for me — until I checked the fuel bills! So on my new trucks I had gearboxes with higher and closer top gears. But that meant the lorries were, so to speak, a gear short when their straight-through runs took them into the Thames valley hills. I was considering fitting auxiliary gearboxes, until I heard of the new David Brown 6-speed gearboxes. That overdrive top on the higher set of standard ratios is made for the motorway! And the gears for the hills are there too!



To operators like these— NEW DB657 GEARBOX



gives optimum engine speeds,
economical fuel consumption,
lower operating costs

Ask David Brown to tell you what the DB657 gearbox can do for you!

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**winning 11 out of 15 awards
open to Bedfords**

(National Coach Rally – April 8th and 9th, 1961)

DRIVING AWARDS

Overall Winner: H. Furness of J. W. Fieldsend Ltd., Salford, driving a Bedford-Plaxton coach.

Class A: Overall length 26 ft. or under. Winner: H. Furness of J. W. Fieldsend Ltd., Salford, driving a Bedford-Plaxton coach.

Class B: Overall length over 26 ft.; petrol-engine vertical. Winner: J. Brackley of W. S. Ellison Ltd., St. Helens, driving a Bedford-Duple coach.

Class C: Overall length over 26 ft., diesel-engine vertical. Winner: J. Mathews of T. Unsworth & Sons (Wigan) Ltd., driving a Bedford-Yeates coach.
Runner up: J. G. Sycamore of Southport & Birkdale Motor & Carriage Co. Ltd., driving a Bedford-Burlingham coach.

CONCOURS D'ELEGANCE

Class A: Winner: Bedford-Plaxton entered by J. W. Fieldsend Ltd., Salford.

Class B: Winner: Bedford-Yeates entered by E. J. Bostock & Sons, Congleton.

Class D: Winner: Bedford-Plaxton entered by J. B. Tatlock & Son Ltd., Whitefield.

Class G: Winner: Bedford-Plaxton entered by John Monks & Sons Ltd., Leigh.

MANUFACTURERS' AWARDS

The Yeates Trophy: Winner: J. Mathews driving a Bedford-Yeates entered by T. Unsworth & Sons (Wigan) Ltd.

The Bedford Trophy: Winner: W. Bennett driving a Bedford-Yeates entered by Mills & Seddon Ltd., Farnworth.

When power, speed, braking and stability really count . . . Bedford wins every time

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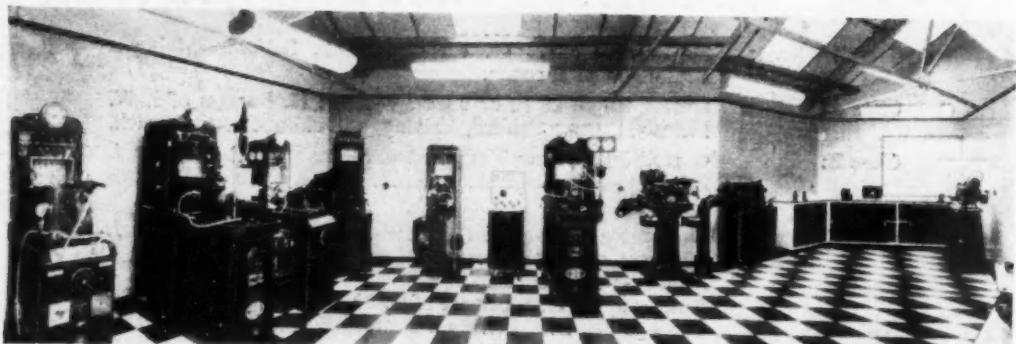
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by

RTS

A recent example is this new body built in alloy by Road Transport Services (Hackney) Ltd., to undergo the stresses and strains of haulage and delivery. The driving cab is moulded in one piece from fibreglass of robust construction, modern design and impregnated with colour.

The fibreglass cab will always look its best; it is rustproof and impervious to heat. The design and position of the three rear cab windows, the deep shaped front windscreen plus the extra wide doors and door windows affords greater all-round vision and easy access for the driver.

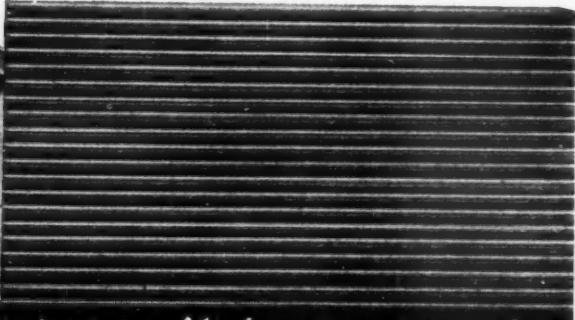
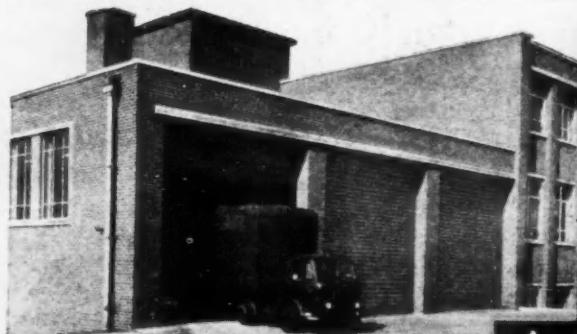
Once again, Road Transport Services (Hackney) Ltd., have employed up to the minute production techniques in creating a body and cab which, while thoroughly serviceable, will catch the eye on any road.



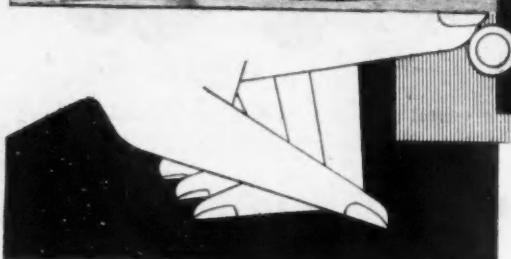
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A22

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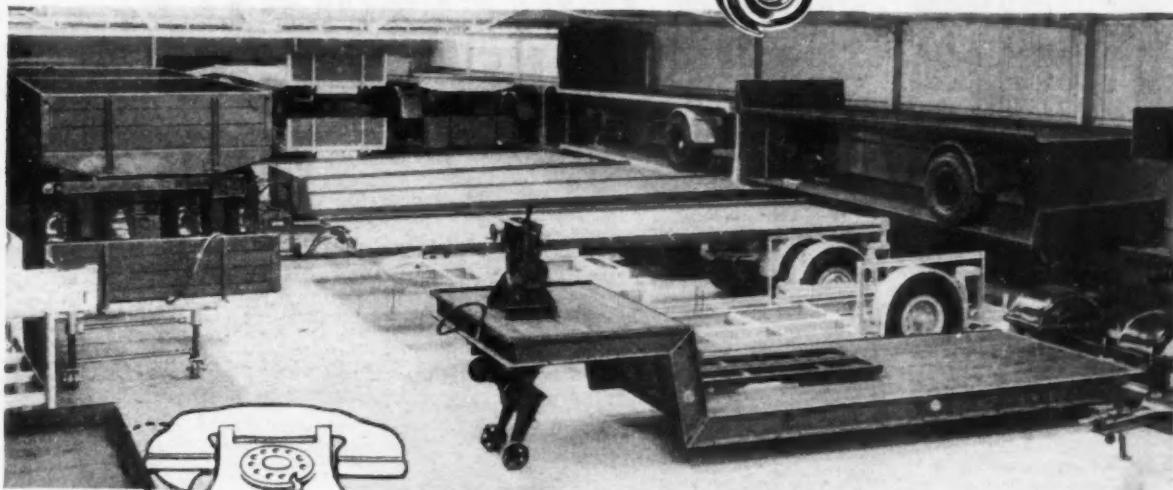
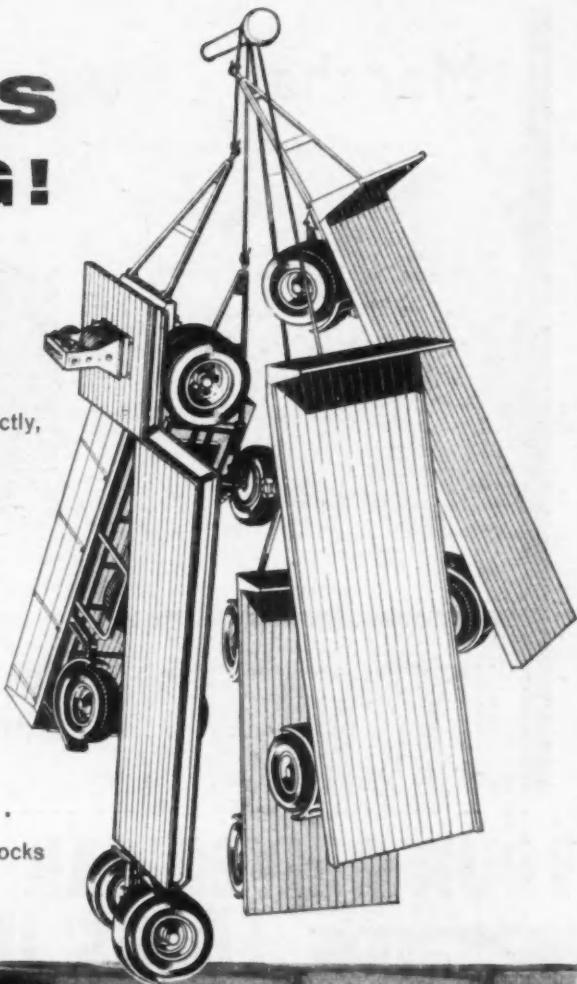
★ For hotel bars, cafe and canteen service hatches there's a manually operated shutter in polished hardwood.

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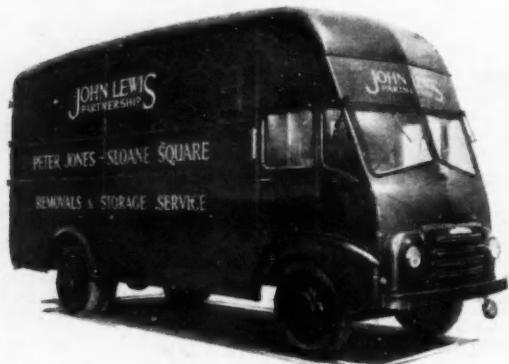
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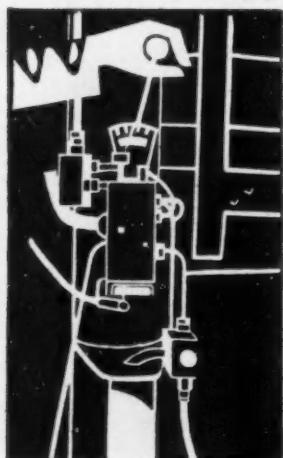
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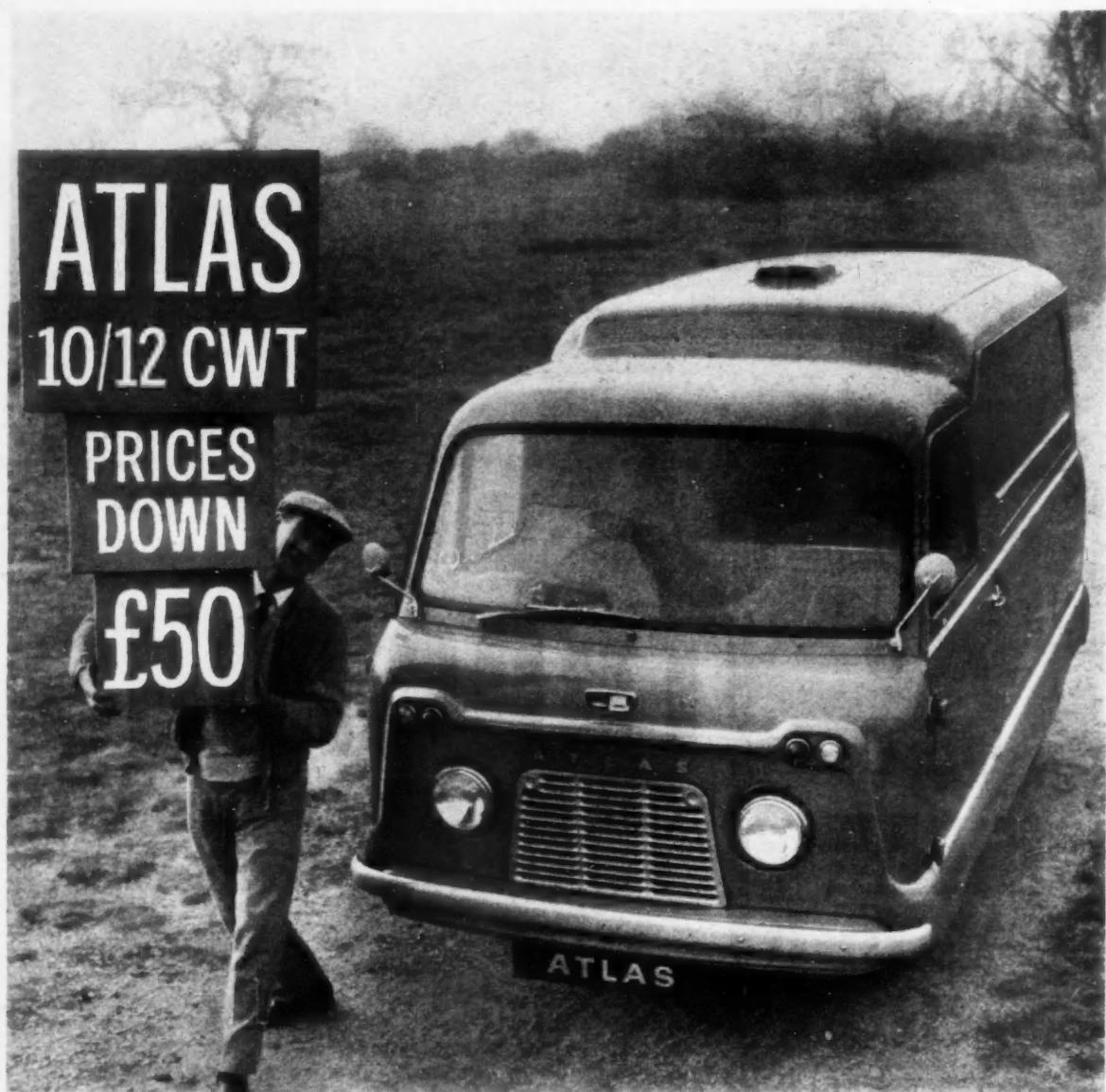
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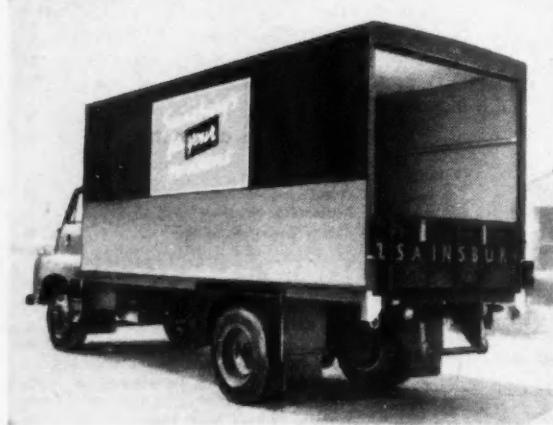
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"If first cost exceeds that of conventional bodies, therefore, the extra capital outlay is soon repaid.

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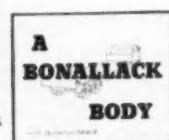
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APRIL 21, 1961

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Wakey, Wakey!

IN many respects, the 15th annual report of the National Committee on Road Transport Education is the gloomiest yet. The great majority of the figures it makes known are the lowest yet—certainly the lowest since 1952. Why? It is definitely not through lack of effort on the part of the indefatigable Mr. Raymond Birch, who is chairman of the committee, nor on the part of his fellow-members of the committee.

So worried are the committee that they make an almost unprecedented appeal for suggestions as to how the scheme can more effectively be brought to the notice of goods transport employers and their employees, particularly among C-licensees. Disappointment is recorded at the small number of entrants from goods transport undertakings.

This apathy on the part of hauliers towards education is no new thing; the committee have commented on it in other years. The lack of C-licence interest is more surprising. The committee is concerned with the Royal Society of Arts examinations, which are aimed at the traffic employee rather than the managerial level, but a similar trend can be traced, so far as hauliers are concerned, in the Institute of Transport. Here, too, hauliers are conspicuous only by their absence.

But there is much more to it. The number of centres for the examinations has dropped from 57 in 1952 to 42. The number of candidates has almost halved—644 in 1952 and 362 last year. Municipal transport undertakings, after fluctuating between 126 and 83 entrants, found 130 students last year. (This was the sole item of cheer.) Company passenger undertakings, who supplied 141 students in 1956 and 1957, have dropped to 108. London Transport—surely an astonishing figure in view of the Executive's enlightened approach to transport education—has dropped from a peak of 225 students in 1953 to 44.

Everyone To Blame

So it is not only the goods operators who are to blame. Everyone, to paraphrase George Orwell, is equally to blame but some are more to blame than others. What about the goods transport statistics? Well, hauliers supplied 128 candidates in 1952 and only 23 last year. C-licensees' candidates (never inspiringly solid) are down from 51 to 13 in a nine-year period. The Co-operative Societies, with a record of wildly fluctuating interest, are down from 37 to 13.

The case of the hauliers is certainly noteworthy, if in character. In 1952 they were sufficiently interested to produce 128 candidates, now only 23 (presumably including B.R.S.). Do they get so little out of the R.S.A. examinations? There are at least four subjects in the syllabus of direct interest to haulage employees. Their lack of interest in the Institute of Transport examinations is somewhat understandable—not so with the R.S.A. ones. Much more mystifying is the case of the missing C-licensees. They simply never have displayed much interest—which is rather out of character.

There is no doubt, throughout all this, that the villains are the employers. They fail to appreciate the need for industrial training, they fail to publicize it. And if, despite this apathy, employees still evince interest they fail to encourage them either with money or time off. It is an attitude that is hard to understand.

There are several possible answers to Mr. Birch's urgent plea for suggestions. Here is one. Co-opt some more solid interest from hauliers and C-licensees on the committee than just one N.R.T.F. nominee. B.R.S. have a member on the committee. Then prevail upon them to give publicity to the committee's aims in their association magazines. Wider publicity might not be a complete answer, but it would be a start.

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— NEXT WEEK —

- Paint—a critical review
- Running a parcels fleet

Bird's Eye View

The Threat of Pipelines

TALKING to a well-known haulier this week, I mentioned the possible danger (in my view) from the introduction of private pipelines. He surprised me by showing only a passing interest. He vaguely remembered reading in *The Commercial Motor* that a private Bill is before the House of Commons on the subject, and that the Government is preparing a Bill of its own.

Now I've come across other hauliers who look upon pipelines as a means of moving oil—but nothing else. They are, in fact, a means of moving virtually anything, liquid or solid. Let me tell you a perfectly true story that has never been disclosed before. . . .

Shale By Pipe

THE main contractors at the Spencer steelworks site at Llanwern, Sir Robert McAlpine and Sons, Ltd., have—to say the very least—received a welter of unfavourable publicity as the result of the operation of shale-carrying tippers through Newport, Mon. The tippers are, of course, working for McAlpine's, engaged in moving some 2m. tons of shale to fill in marshy ground at the site.

Now it was only, I understand, through circumstances beyond their control that McAlpine's did not build a pipeline to move that shale. If they had done (and they wanted to), not one tipper would have graced the streets of Newport. A lot of hauliers would have been without the work, and, equally

A30

Men Who Make
Transport

WHAT do you regard as the qualities most needed in the chairman of an international organization directly concerned with the needs of the motor industry? I put this question to Mr. David Brown, the chairman and managing director of the David Brown Corporation, and his simple, yet complete, reply of: "Leadership, imagination, stability, good health and even temper" just about puts into a nutshell his own qualification.

He is a man who has stood at the helm of his family business for 33 years and built it up from a small factory engaged in gear manufacture, employing just over 1,000 men, until today the corporation's 14 factories employ over 12,000 people. Under the able leadership of Mr. David Brown the growth of the organization has been swift and purposeful.

But, unlike most men who have reached such a position and find themselves getting on in years, he feels he has only just got going and does not think he has done all he wants to do. This is the driving force of this inquiring, forward-thinking expansionist-minded industrialist.

The company came into being in 1860, when it was founded by the first David Brown, grandfather of the present chairman, who, at the age of 17, started making wooden patterns for gear wheels. Before long the founder's three sons, Ernest, Frank and Percy, joined the company, and in 1921 the second David Brown, son of Frank Brown, started work, also at the age of 17, as an apprentice in the Huddersfield works.

He was at school at Rossall, but his technical education was completed at Huddersfield Technical College, where he passed the membership exams—"only just," he claims—of The Institute of Mechanical Engineers and The Institute of Automobile Engineers.

After a thorough "soaking in the business" he progressed from foreman, assistant works manager, works



"Th-th-the lo-lo-lo-lorry to-to-took it f-f-fine, Ch-ch-chief."

to the point, a lot of tippers would never have been sold! That, my haulage friends, is what pipelines mean.

Equine Mouthful

TWO horses tried to eat a parked vehicle in Portland, Maine, U.S.A., a few days ago. It might have seemed that they were trying to "put the bite" on a rival, but I am assured that they merely took a fancy to a thick coating of salt, which was picked up from the road.

Brown

manager, to a director in 1929 and, eventually, in 1932 he was appointed managing director.

Shortly before the war David Brown designed and built a tractor from scratch and introduced it in 1939 at the Royal Show at Windsor, when orders for 3,000 were taken. Since then the tractor side has expanded continually, the production now being 300-350 units a week, and it is hoped to increase this shortly to 500 a week.

It was in 1945 that David Brown made an unexpected move when he took over the manufacture of the Aston Martin and Lagonda cars. It has resulted in many spectacular successes by Aston Martin on the racing circuits of the world, coupled with the revival of both marques in production-car form. In fact, a new Lagonda model is hoped to be introduced shortly.

The acquisition of these two companies meant that David Brown had a chance to take a more practical interest in what was, and always will be, his passion—motorcars. It all began in the late 1920s when he acquired the parts of a Vauxhall-Villiers supercharged special and assembled these on a chassis of his own design. He drove this car many thousands of miles without experiencing any mechanical trouble and achieved several successes in races and sprint meetings.

It is understandable that in town work David Brown uses a chauffeur-driven Lagonda, but frequently in his monthly trips from his office in Piccadilly to the many factories in the Huddersfield area he drives himself in an Aston Martin. On other occasions he is flown in the company's aeroplane, a de Havilland Dove, to their private airstrip just outside Huddersfield. Although he still holds a pilot's licence, David Brown does not often fly himself as there are no airfields in the London area for private aeroplanes and the Dove has to be kept some way out of town.

His leisure hours are spent mostly on his 700-acre farm in Buckinghamshire, where he breeds and trains hunters



At the helm for 33 years—Mr. David Brown.

and racehorses, for riding is among the most important of his enthusiasms. His most famous winner was the steeplechaser Linwell, which won the Cheltenham Gold Cup in 1957. During the winter he spends most week-ends hunting with the South Oxford hounds, for whom he is joint Master, and in summer he plays polo at Ham Club and with the Household Brigade at Windsor. During more leisurely week-ends his time is spent on his 200-ton diesel motor yacht "Astromar" (from the words Aston Martin), which is based at Poole Harbour.

One of the admirable gifts to which Mr. Brown confesses is the rare ability of being able to relax when the opportunity occurs. He can even take 40 winks in the back of a car, and it is this happy quality of being able to take a little time off to think, or even to stop thinking, that allows him to make a clear decision when it is needed and contributes towards a comfortable old age.

It is rare for the son of an already prosperous business man to succeed to a fortune and a comfortable industrial business and to build up a structure as considerable as that which David Brown built upon the inheritance he gained from his family.

Quietly In Control

Sitting in his spacious office facing Green Park, he does not appear to be typical of the business tycoon—nor is he. Instead of strident and bustling, he is quiet, almost diffident, in manner, but at all times gives the impression of being in complete control of the situation. At 57 years of age David Brown might pass for eight or 10 years younger.

However, there are a number of characteristics in David Brown that are not at first apparent. His diffident manner hides a remarkable degree of tenacity, and only in this way has he been able to succeed. By his facility for simplification he can reduce even the most difficult of problems to essentials and, because he can think clearly, he can also talk clearly—and vice versa.

In a philosophical sense he is not a profound man. His reading is limited to practical papers or books with a contemporary appeal. But he is a man who combines a practical forward vision with knowledge, experience and wisdom. In short, David Brown is shrewd and relaxed, and bent on improving and expanding his flourishing family business.

By The Hawk

There was no mistaking the teeth-marks, however. It cost £60 to put things right!

Much Prettier Now

ON my desk the other day dropped two Bristol Omnibus Co., Ltd., timetables. Mr. C. R. Buckley, the traffic manager, obviously feels a bit proud of them, and justly so. Up to now, Bristol Omnibus has contented itself with a plain green cover with black lettering for these important publications.

It was nice and functional, and no doubt did the job, but to my mind, timetables help to sell bus travel. These new Bristol ones still retain the overall green colour, but now look smart, lively and attractive. In fact they make you want to ride on a bus.

The End Product

I AM indebted for this story to a colleague writing in *The Motor*.

" Didn't Marples say you weren't to go over thirty?"
" He did."
" Then why do it?"
" Well, it's down hill."
" Makes no difference."
" It does, you know. The brakes have failed."

The End

ALL vehicles at the Lorry Driver Competition at Weymouth got safely into the testing ground under a rather low bridge. What a pity, after a fine display, that the first Army lorry out should remove part of its canopy!

Budget Shock for Hauliers and C Licensees

EXCISE LICENCES COST MORE

FROM OUR PARLIAMENTARY CORRESPONDENT

ROAD users will have to find another £25m. plus as a result of the Budget. Most of this money will come from increases of up to 25 per cent. in vehicle excise duties, and in addition the annual rates of duty for general and limited trade licences are going up. Another 2d. a gallon is being added to heavy oil used for heating and lubrication.

Explaining the new excise duty rates, which came into force on Tuesday, the Chancellor, Mr. Selwyn Lloyd, said the revenue from this source had been very buoyant recently, and the rates had not been raised for some years. "The rates of licence duty on commercial vehicles of all sorts have remained substantially unchanged since 1933, and I am satisfied that a modest increase can be made without seriously harming any class of road user," he remarked.

Only vehicles like ambulances and invalid carriages, which were at present exempt, and buses and coaches (for which special relief was given in 1959) would be exempt, explained the Chancellor.

The new rates—which Labour M.P.s unsuccessfully opposed as soon as the Chancellor had finished his statement—are mostly between 18 and 25 per cent.

The annual charge for goods vehicles not exceeding 12 cwt., and used without a trailer, will go up from £10 to £12; with a trailer from £20 to £24.

At the other end of the scale vehicles between 9½ and 10 tons will cost £204 (old rate £170) without a trailer, and £228 (£190) with trailer. Above 10 tons the rates will go up by 6s., instead of the present 5s., for every ½-ton or part, for both types of vehicle.

Petrol and derv are not affected by the

Budget, but hydrocarbon oils which up to now have carried a duty of 1d. a gallon—they are chiefly used for lubrication—will carry an extra 2d.

No change is to be made in the 2s. 6d. fuel tax, but the Chancellor proposes to raise or lower the sum by up to 10 per cent. at a moment's notice. It is one of the main Customs and Excise revenue duties which the Government will be able to alter by statutory instrument. The Commons will have to decide every year whether or not the Chancellor should be given this power for the following 12 months.

With effect from the beginning of this month Profits Tax is to be raised from 12½ per cent. to 15 per cent., which will yield £14m. this year, £45m. in '62-'63 and £70m. in a full year.

Employers may also have to find money for a "payroll tax" of up to 4s. a week

A complete table of the new costs of excise licences is on page 367.

for each employee. This "economic regulator" would, said Mr. Lloyd, act as an incentive to economy in the use of manpower and to investment in labour-saving devices if there were a chronic shortage of labour.

If this tax is imposed during the present year—and the Commons will have to authorize the step—it will be attached to the employer's share of the National Insurance Stamp, though another method of collection would probably be used in future years.

Surtax will not be payable on earned income until it reaches £5,001, or more, depending on personal allowances.

The annual rates of duty for general trade licences are being increased from £25 to £30, and for limited trade licence from £5 to £6. Licences for the cycle classes will be £6 and £1 5s.

R.H.A., T.R.T.A. Attack Proposals

The Road Haulage Association "strongly protested" against the increase in licence duties for commercial vehicles, which, it said, "is a further heavy imposition on road transport. It will inevitably add to the costs of trade and industry, and will affect the price of every commodity.

"Already road users pay something like £650m. a year in special taxation, four times as much as the Government spends on the roads. The revenue from this taxation is rising rapidly, and a further £25m. will be added by the Chancellor's new and ill-judged proposal.

"The 100,000 vehicles operated by the 17,000 members of the R.H.A. are mainly of the heavy type, upon which the new imposition will chiefly fall."

Mr. H. R. Featherstone, National Secretary **Traders' Road Transport Association**, said: "The proposed extra taxation on commercial vehicles is appalling. There are nearly 500,000 firms operating a total of more than a million commercial vehicles under a C licence. These firms are engaged in every possible kind of trade and industry for home and export markets and their commercial vehicles are as essential to them as any piece of factory machinery."

"The transport of goods is inevitably bound up with the costs of production, and these new burdens must add to the cost of living as well as the cost of exports. It is about time that this country awakened to the fact that commercial road transport is not a luxury but a vital necessity to our daily existence."



This unconventional body, which is mounted on a standard Fiat 309 chassis, incorporates a fully equipped bar and lounge. The unit was specially designed for Cinzano, Ltd., the Italian vermouth manufacturers, for use on sales promotion. During April, May and June the coach will tour the British Isles when over 500 towns and villages will be visited.

Company Bus Pay Dispute to Arbitration

AS forecast in *The Commercial Motor*, last week, the National Council for the Omnibus Industry decided to refer the dispute over pay and conditions for 100,000 private company busmen to arbitration.

They have written to Mr. John Hare, Minister of Labour, asking him to appoint an independent chairman. Each side of the Council will appoint its own representative to the three-man board of arbitration.

A32

Meanwhile the arbitration board under the chairmanship of Sir Ronald Morison, Q.C., who are looking into a similar claim on behalf of 70,000 municipally employed men, held a series of meetings last week in private to hear evidence.

They have now completed this stage of the inquiry and their report, which is not binding on either side, is expected to be published shortly. But though not binding, the board's recommendations are bound to carry weight with both sides.

McKelvie's Win Battle Of The Level Crossing

Lord Cameron, at a vacation sitting of the Court of Session last week, granted an order of interim interdict to a Renfrewshire firm of road hauliers against the British Transport Commission. The order prevents the B.T.C. "from obstructing or interfering with the passage of vehicles belonging to McKelvie and Co. (B.M. and P.), Ltd., Barrhead, across a level crossing except when the railway lines are reasonably required for, or actually in use by, the B.T.C. in the vicinity of the crossing."

Mr. C. H. Johnston, Q.C., for the company, explained that the level crossing separated the road from a triangle of land on which McKelvie and Co. were erecting buildings and to which there was no other access. A right of access, said Mr. Johnston, had been granted to the company 40 years ago.

For the Commission, Mr. A. J.

Mackenzie Stuart, advocate, submitted that there was no level crossing in the accepted sense. Over the years the Commission had attempted to fence the line; the fence had persistently been broken down; the dirt and debris had piled up against the railway line, making it impossible for vehicles to cross.

Mr. W. A. Elliott, advocate, for Hamilton and Kinnel Estates, Ltd., superiors of the land, said his clients considered that there had been use of the site as a level crossing for 40 years, but their information was incomplete.

Lord Cameron said that on the statements of the parties he had difficulty in determining where the balance of convenience lay. Since, however, the work on which the company were engaged would be seriously hampered if access were denied them, he believed the proper course was to grant the interim order.

In the early 1930s Whites (Norwich), Ltd., ran one of the first Mercedes trucks to appear in this country. The latest to join their fleet is this Mercedes-Benz LP 327, which has a two-speed axle.



"Customs Lethargy Causes Dock Delays," Says Hauliers' Chief

ORRIES could be away from the docks in the time it took to get the goods loaded if Customs lethargy could be overcome, said Mr. J. B. Mitchell, National Chairman of the Road Haulage Association, speaking at the annual dinner of the Yorkshire (West Riding) Area at Ilkley last Friday.

Mr. Mitchell was referring to the appointment of the Rochdale Committee to inquire into dock delays. They had a variety of causes, he said, but it must be remembered that most docks were originally designed for railways, and railway methods still largely governed port operations despite the fact that the balance, in terms of traffic, had shifted to road transport.

An example was provided by the present Customs arrangements—examination of goods shipped or discharged could be made much more quickly, but their methods were still tied to the idea

that only the wagons were loaded, the motive power not arriving until later in the day or even the week.

If this lethargy could be overcome there would be an enormous saving to trade and industry and the docks would be able to handle far more vehicles.

DRIVING LICENCE CHANGES FOR ELECTRICS?

CHANGES may be made in the scope of driving licences issued for electrically propelled vehicles. This was hinted at last week by Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport, when he said that the Minister was now carrying out a review of the 1950 regulations governing driving licences. The Minister would consider carefully whether any change should be made in respect of electrically propelled vehicle licences.

EXPENSIVE HOBBY

A Preston haulier, Mr. Harold Bridges, managing director of Bridges Transport, Ltd., last week paid a record £20,750 for the exclusive rights for salmon and trout fishing along a 2,200-yd. stretch (one bank only) of the River Lune, near Kirkby Lonsdale, Westmorland. The price, 5s. an inch, was described by the auctioneers as fantastic.

Minister Quizzed About Blow-outs

TYRE performance was primarily a matter for the manufacturers, said the Minister of Transport last week, when he was asked in the Commons what official study had been made of the probable results of a front or rear tyre bursting at various speeds.

However, he was able to assure the questioner—Mr. R. S. Russell (Tory, Wembley South)—that improvements in recent years in methods of tyre construction and the introduction of new materials such as rayon, nylon and steel cords had both increased tyre casing strengths and reduced heat build-up in the tyre. They had thus reduced the risk of failure.

He was not aware of any study of tyre bursts under the conditions specified by Mr. Russell, went on the Minister.

Second Thoughts On Wide Loads

THE Minister of Transport is having second thoughts about the controls he intends to impose on projecting loads. "I am considering ways of reducing the burden they would impose on industry without reducing their effectiveness," he said in the Commons last week when he was asked if he had completed his consideration of the draft regulations.

Mr. Marples added that the proposals, which included the fitting of lighted marker boards on the ends and sides of the projections, had recently been discussed with interested bodies concerned.

As for the draft regulations for additional side lights on longer vehicles—comments received from representative bodies had expressed a variety of views and suggestions. These were now being studied, said the Minister, and he hoped to reach a decision shortly.

DAVID BROWN EXPANSION PLAN

AN extension of its gear-manufacturing activities to Wearside is planned by David Brown Industries, Ltd. Negotiations are well advanced for the leasing of a factory on the Pallion Trading Estate, Sunderland.

Commenting on this proposal, Mr. David Brown junior, executive director of the Huddersfield company, said: "With our very full order book we badly need more space to expand production."

"The Sunderland factory will be used initially for the manufacture of Radicon worm gear units."

Men in the News

MR. FRANK LIMB and MR. IAN APPLEYARD have been appointed joint managing directors of the Appleyard Group of Companies, Ltd., Leeds.

MR. GEORGE COLSON, the newly appointed Conservative Leader on Middlesex County Council, is assistant London manager for Small and Parkes, Ltd., Manchester.

MR. H. R. BARBER, Pressed Steel Co., Ltd., has been re-elected president of the Institution of Body Engineers. MR. W. J. BELGROVE, of Kenilworth, and MR. A. COX, Ford Motor Co., Ltd., are re-elected vice-presidents, and MR. K. A. OSBORNE, Pressed Steel Co., Ltd., continues as hon. treasurer.

MR. GEORGE MAGGS, this year's sheriff of Bristol, has resigned his position on the administrative staff of the Bristol Omnibus Co., Ltd., to take charge of Lex Garages, Ltd., in the city. Mr. Maggs, who has been with Bristol Omnibus for 36 years, will be the third manager of the Lex garage in Bristol in five months.

MR. H. J. BIGG, director and general manager, Duple Motor Bodies, Ltd., has been elected president of The National Federation of Vehicle Trades, in succession to MR. B. G. BONALACK. MR. R. E. SUGDEN, director and general manager, Eastern Coach Works, Ltd., and MR. C. J. CALDERWOOD, chairman, Spurling Motor Bodies, Ltd., are appointed vice-presidents. MR. E. R. FOX, managing director of Vanden Plas (England) 1923, Ltd., is reappointed honorary treasurer.

MR. C. Y. HARDIE is leaving British Road Services on May 1 to take up the appointment of sales promotion executive with P. C. and C. K. Chase, Ltd., of Byleet, who manufacture materials handling equipment. Mr. Hardie was with Thomas Tilling, Ltd., before nationalization. In 1948 he was appointed personal assistant to the chief traffic officer, Road Transport Executive, and in 1950 he became special services officer of the Road Haulage Executive. He is a founder-member and national chairman-elect of the Institute of Materials Handling.

Forthcoming Events

April 22-23.—British Coach Rally, Brighton.
 April 26.—T.R.T.A. London and Home Counties annual meeting, Criterion Restaurant, Piccadilly.
 May 1.—T.R.T.A. Annual Dinner, Grosvenor House, Park Lane.
 May 10-12.—Institute of Materials Handling, Second International Conference, Southport.
 May 11-17.—International Union of Public Transport Congress, Copenhagen.
 May 16-18.—Public Transport Association Annual Conference, Eastbourne.
 May 23-25.—National Association of Furniture Warehouses and Removers Annual Conference, Turnberry, Ayrshire.
 May 29-June 7.—Institute of Transport visit to Belgium.
 June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
 June 12-15.—Vehicle Builders' and Repairers' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.

June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.
 September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
 September 21-October 1.—Frankfurt Motor Show.
 October 5-15.—Paris Motor Show. (Cars only).
 October 17-18.—Road Haulage Association Conference, Brighton.
 October 18-28.—Early Court Motor Show.
 October 28-November 8.—Turin Motor Show.
 October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
 November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
 November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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May 29-June 1.—Institute of Transport Congress, Cardiff.

MR. PETER ALAN ELLIS, traffic superintendent Accrington transport department, has been appointed deputy transport manager and traffic superintendent at Bury.

MR. A. H. GRAY, MR. A. HARDY, MR. J. K. MARSHALL and MR. J. PANGBURN have been appointed executive managers, a new grade of appointment, with Oldham and Son, Ltd.

BRIGADIER C. J. TOBIN has been appointed to the newly created post of works director of the Burtonwood Engineering Co., Warrington, with effect from May 15, the day after he retires from the Army.

MR. W. J. RICHARDS, of the Melbourne Tramways Board, Australia, is to visit Sheffield in an attempt to recruit tram drivers and conductors. A dozen men have already gone from Sheffield to Melbourne.

MR. P. GOVIER has resigned as secretary of Atkinson Lorries (Holdings), Ltd., in order to take up another appointment. MR. A. W. ALLEN, a director of Atkinson Lorries (Holdings), Ltd., has been appointed secretary in his place.

MR. H. BURY has been appointed to handle executive sales assignments for the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. He joined Goodyear as a salesman 35 years ago. He has been divisional manager of the Scottish division since 1934. He will be succeeded there by MR. P. F. KAVANAGH, who was appointed assistant general manager earlier this year.

MR. E. M. C. SHIPP, chief traffic assistant, Maidstone and District Motor Services, Ltd., has retired after a career of 40 years in public transport with Maidstone and District. Mr. Shipp joined the engineering department in 1920. He transferred to the traffic department, and in 1927 became clerk in charge of the Dartford depot. He had other traffic appointments, and after wartime service, was appointed Gillingham district superintendent until 1956, when he took up his present position.



Mr. A. W. Baker.

MR. ALFRED G. COGSWELL, assistant personnel manager of the Dunlop Rubber Co., Ltd., at Fort Dunlop, has been elected a Fellow of the Institution of the Rubber Industry. Mr. Cogswell, 60, joined Dunlop in 1917.

MR. R. B. HESSELDEN has been appointed a director of the Holset Engineering Co., Ltd., Turnbridge, Huddersfield. MR. R. BARR has been appointed works manager in succession to Mr. Heselden who had been works manager since the company was formed in April, 1952.

MR. C. P. PAIGE, general manager and engineer of Oldham Transport Department, was due to retire on July 6 next but has now agreed to continue in office for a further three months or until a successor takes up the appointment, whichever is the earlier. The position is expected to be advertised during the next few weeks.

MR. ALAN W. BAKER has been appointed general manager of Chloride Batteries, Ltd., in place of MR. C. PRITCHETT who is thus released for other duties in technical management within the Chloride Group. Mr. Baker spent three years with Metropolitan-Vickers Electrical Co., Ltd., and a similar period with Manchester Corporation Transport Department before joining Urwick, Orr and Partners, Ltd., management consultants, in 1940. He joined Chloride Batteries, Ltd., as assistant general manager in November, 1959.

Obituary

WE record with regret the death, at the age of 59, of MR. W. R. J. BOWHEY, who was depot superintendent, Aberdare U.D.C. transport department, from 1945 until last month.

"Rid Roads of the Lorry Thief"

AN appeal to drivers to do all in their power to combat the lorry thief, is made this week by Mr. G. K. Newman, secretary - general, Road Haulage Association. He writes:—

"Thieves who recently stole a load of cigarettes valued at approximately £40,000 stopped the vehicle by means of a car parked across the road. One of the thieves opened the cab door and struck the driver in the face with an iron bar. Although his injuries were so severe that they required plastic surgery, the gang kept him with them in a car for nearly two hours.

"These simple but distressing facts

should be a warning to every honest driver to do everything he can to rid the roads of the lorry thief. There is action that all drivers can take. The Vehicles' Security Committee of the Road Haulage Association has suggested that they should pass all information of suspicious occurrences on the road to the police. Furthermore, the Association has offered a reward for information leading to the conviction of lorry thieves," added Mr. Newman.

"There are enough eyes on the road. It is up to us to use them and I am confident that the reward will not be the main incentive."

Body Builders Under Fire

SPECIALISTS from various sections of the body-building industry were under fire from members of the public at an open meeting in London on Monday arranged by the Institute of British Carriage and Automobile Manufacturers.

In a written reply to a question on whether high-speed work on motorways has necessitated changes in body design, Mr. R. A. Lovell, chief inspector of the

Ministry of Transport, stated that so far there had been no evidence of any body defects in goods vehicles and he could see no reason for using special bodies.

The proper security of the load was an important consideration towards safety, and if any strengthening of the body was needed, the front bulkhead or rear of the driver's cab should be built-up to allow for any shifting of the load under heavy braking.

What Your New Excise Licence Will Cost

Exceeding	Not exceeding	Used without trailer		Used without trailer		Exceeding	Not exceeding	Used with trailer		Used with trailer			
		Present Rates		Proposed Rates				Present Rates		Proposed Rates			
		12 months	4 months	12 months	4 months			12 months	4 months	12 months	4 months		
Goods General													
12 cwt.	12 cwt.	10 0	3 13	12 0	4 8	12 cwt.	12 cwt.	20 0	7 7	24 0	8 16		
16 cwt.	16 cwt.	12 10	4 12	15 0	5 10	16 cwt.	16 cwt.	22 10	8 5	27 0	9 18		
1 ton	1 ton	15 0	5 10	18 0	6 12	1 ton	1 ton	25 0	9 3	30 0	11 0		
1 ton	5 cwt.	17 10	6 8	21 0	7 14	1 ton	5 cwt.	27 10	10 2	33 0	12 2		
1 ton	10 cwt.	20 0	7 7	24 0	8 16	1 ton	10 cwt.	30 0	11 0	36 0	13 4		
1 ton	15 cwt.	22 10	8 5	27 0	9 18	1 ton	15 cwt.	32 10	11 18	39 0	14 6		
1 ton	15 cwt.	25 0	9 3	30 0	11 0	1 ton	15 cwt.	35 0	12 17	42 0	15 8		
2 tons	2 tons	27 10	10 2	33 0	12 2	2 tons	2 tons	37 10	13 15	45 0	16 10		
2 tons	5 cwt.	30 0	11 0	36 0	13 4	2 tons	5 cwt.	40 0	14 13	48 0	17 12		
2 tons	10 cwt.	32 10	11 18	39 0	14 6	2 tons	10 cwt.	47 10	17 8	57 0	20 18		
2 tons	15 cwt.	35 0	12 17	42 0	15 8	2 tons	15 cwt.	50 0	18 7	60 0	22 0		
3 tons	3 tons	38 15	14 4	46 10	17 1	3 tons	3 tons	53 15	19 14	64 10	23 13		
3 tons	5 cwt.	42 10	15 12	51 0	18 14	3 tons	5 cwt.	57 10	21 2	69 0	25 6		
3 tons	10 cwt.	46 5	16 19	55 10	20 7	3 tons	10 cwt.	61 5	22 9	73 10	26 19		
3 tons	15 cwt.	50 0	18 17	60 0	22 0	3 tons	15 cwt.	65 0	23 17	78 0	28 12		
4 tons	4 tons	55 0	20 3	66 0	24 4	4 tons	4 tons	75 0	27 10	90 0	33 0		
4 tons	5 cwt.	60 0	22 0	72 0	26 8	4 tons	5 cwt.	80 0	29 7	96 0	35 4		
4 tons	10 cwt.	65 0	23 17	78 0	28 12	4 tons	10 cwt.	85 0	31 3	102 0	37 8		
4 tons	15 cwt.	70 0	25 13	84 0	30 16	4 tons	15 cwt.	90 0	33 0	108 0	39 12		
5 tons	5 tons	75 0	27 10	90 0	33 0	5 tons	5 tons	95 0	34 17	114 0	41 16		
5 tons	5 cwt.	80 0	29 7	96 0	35 4	5 tons	5 cwt.	100 0	36 13	120 0	44 0		
5 tons	10 cwt.	85 0	31 3	102 0	37 8	5 tons	10 cwt.	105 0	38 10	126 0	46 4		
5 tons	15 cwt.	90 0	33 0	108 0	39 12	5 tons	15 cwt.	110 0	40 7	132 0	48 8		
6 tons	6 tons	95 0	34 17	114 0	41 16	6 tons	6 tons	115 0	42 3	138 0	50 12		
6 tons	5 cwt.	100 0	36 13	120 0	44 0	6 tons	5 cwt.	120 0	44 0	144 0	52 16		
6 tons	10 cwt.	105 0	38 10	126 0	46 4	6 tons	10 cwt.	125 0	45 17	150 0	55 0		
6 tons	15 cwt.	110 0	40 7	132 0	48 8	7 tons	7 tons	130 0	47 13	156 0	57 4		
7 tons	7 tons	115 0	42 3	138 0	50 12	7 tons	7 tons	135 0	49 10	162 0	59 8		
7 tons	5 cwt.	120 0	44 0	144 0	52 16	7 tons	5 cwt.	140 0	51 7	168 0	61 12		
7 tons	10 cwt.	125 0	45 17	150 0	55 0	7 tons	10 cwt.	145 0	53 3	174 0	63 16		
7 tons	15 cwt.	130 0	47 13	156 0	57 4	7 tons	15 cwt.	150 0	55 0	180 0	66 0		
8 tons	8 tons	135 0	49 10	162 0	59 8	8 tons	8 tons	155 0	56 17	186 0	68 4		
8 tons	5 cwt.	140 0	51 7	168 0	61 12	8 tons	5 cwt.	160 0	58 13	192 0	70 8		
8 tons	10 cwt.	145 0	53 3	174 0	63 16	8 tons	10 cwt.	165 0	60 10	198 0	72 12		
8 tons	15 cwt.	150 0	55 0	180 0	66 0	8 tons	15 cwt.	170 0	62 7	204 0	74 16		
9 tons	9 tons	155 0	56 17	186 0	68 4	9 tons	9 tons	175 0	64 3	210 0	77 0		
9 tons	5 cwt.	160 0	58 13	192 0	70 8	9 tons	5 cwt.	180 0	66 0	216 0	79 4		
9 tons	10 cwt.	165 0	60 10	198 0	72 12	9 tons	10 cwt.	185 0	67 17	222 0	81 8		
9 tons	15 cwt.	170 0	62 7	204 0	74 16	9 tons	15 cwt.	190 0	69 13	228 0	83 12		
For each additional $\frac{1}{2}$ ton or part $\frac{1}{2}$ ton		5 0	*	6 0	*	For each additional $\frac{1}{2}$ ton or part $\frac{1}{2}$ ton		5 0	*	6 0	*		

* The four-monthly rate of duty for a vehicle over 10 tons shall be an amount equal to one-third of the annual rate of duty plus 10 per cent. of that amount and rounded up or down to the nearest shilling, sixpence being rounded down.

Three More for Inter-City

AT Glasgow on Monday the Cumbernauld firm of Inter-City Transport and Trading Co., Ltd., was granted permission for three additional vehicles of 194 tons on A licence. The company had asked for six vehicles.

Mr. W. Sharpe, secretary of the company, said the new firms in the area were dependent on Inter-City, and the company wished to keep face with them. The increased tonnage would have little effect on their sub-contracting.

"When you entered Cumbernauld in 1954, did you anticipate a development area?" asked Mr. W. F. Quin, the Licensing Authority. "It had been talked about for some time," replied Mr. Sharpe.

Mr. Quin granted three vehicles with modified normal user: "General goods—mainly whisky, spirits, wines and Camp coffee—75% of their time to be spent on transport to London."

I.o.T. LUNCH CANCELLED

THE informal lunch of the Institute of Transport which was to take place in London next Tuesday has been cancelled due to the illness of Mr. T. G. Gibb, chairman of British Road Services.

Pickfords Admit Illegal Running of Tractor

WHEN B.R.S. (Pickfords), Ltd., Stockton, on Tuesday disclosed to the Northern Deputy Licensing Authority, Mr. G. W. Duncan, that they had for four months illegally operated a Scottish-based vehicle from their Stockton-on-Tees base, they asked the Authority to find that, owing to "administrative difficulties," this was the only reasonable course they could have taken, and asked him to regularize the position by granting an application to have the vehicle specified on their A licence. This was approved.

Explaining how they had got into difficulties, Mr. A. W. Balne said last year they decided to send a "useless" vehicle into their workshops for repair. A replacement was sent up from London. His clients had "looked around" and found that they had a vehicle licensed in the Scottish area, and this was the vehicle which was the subject of the present application.

"This vehicle, licensed in Scotland,

from about December has been operating in the Northern traffic area," added Mr. Balne.

He said he hoped that the Authority would not consider this in any way reprehensible. Pickfords had done this because they were in a dilemma. They did not know whether to take the vehicle off the Scottish licence, and then have no licence at all and seek a short-term licence. They could not get a temporary substitution, and if their application had been refused by the Northern L.A., they would have had to have made an application to put the vehicle back on licence in the Scottish area. They thought it best to bring the vehicle down and operate it in the Northern area, and then make an application to put the matter right.

They had gained no great advantage because they had not changed the trailer, which was the other part of the application. They had merely changed the tractive strength.

Orders and Deliveries

GLASGOW FIRE FIGHTER: A second Leyland Firemaster fire appliance has been delivered to City of Glasgow Fire Service. James Cocker and Sons (Southport), Ltd., Kew Works, Southport, built the timber and aluminium body which is equipped with a 50-ft. Morris Ajax wheeled escape ladder, fitted by David Haydon, Ltd., of Birmingham.

REGALS FOR AUSTRALIA: Metropolitan (Perth) Passenger Transport Trust of Perth, Western Australia, have placed an order for 10 A.E.C. Regal Mk. IV passenger chassis. A.E.C. AH590, 128 b.h.p. oil engines with distributor-type fuel pumps will be fitted in conjunction with semi-automatic transmission.

GOING TO PAKISTAN: A Scammell Super Constructor 6 x 6 tractor is now on its way to Pakistan, where it will be used on new hydro-electric projects by the Water and Power Development Authority of Lahore. The tractor has a Leyland 0.900, 230 b.h.p. oil engine and an eight-speed semi-automatic gearbox.

MORE FOR SOUTH WALES: South Wales Transport Co., Ltd., have ordered 39 more A.E.C. passenger vehicles. The order is for 30 Regent Mark V double-deckers and nine Reliance underfloor-engined single-deck models. Bodies will be built by Park Royal Vehicles, Ltd., and Willowbrook, Ltd.

SHIPPED FOR SOUTH AFRICA: The latest consignment of A.E.C. vehicles which left London Docks this week for South Africa consisted of 33 chassis worth some £127,000.

Micrograms . . .

Moscow Exhibit: Included in the exhibits being shown by the Pressed Steel Company at the British Trades Fair in Moscow this summer will be a model of the Roadrailler dual-purpose freight van.

New Tyre Depot: The tyre department which operated from Brown Brothers' main branch in Victoria Street, Bristol, has now been moved to new premises in Clothier Road on the Brislington Trading Estate.

Stage 10: The 10th stage of London Transport's trolleybus conversion scheme comes into effect next Wednesday, when Routemaster diesel buses take over from trolleybuses on four more routes, totalling 50.75 miles.

Service Depot: A new depot has been opened by Brown Brothers, Ltd., at Bristol Road, Hempsted, Glos., to provide fleet operators with a specialized service in tyres, paints, replacement components and fast-moving accessories.

Wrong Gear: Only the coupling gear of the Shell Chemical articulated tanker illustrated on page 207 of our March 17 issue was of Scammell manufacture. The running gear was made by Taskers of Andover (1932), Ltd., and not as originally stated.

Agency Appointment: Joseph Lucas, Ltd., have signed an agency agreement with P. Gonthier, Brazzaville, for the sale and distribution in the Congo of Lucas electrical equipment, C.A.V. fuel injection and electrical equipment, and Girling brakes and dampers.

New Division: Dewarton and Co., Ltd., announce the formation of the Dewarton Metals Division. This will consist of the foundry at Hillington and the special alloys division in London. The new division will be responsible for the production and sales of high-quality non-ferrous castings, nickel-alloy castings, stainless steel castings, "Endewrance" hardfacing and high-temperature brazing alloys.

Dundee Firm Loses Appeal

THE Transport Tribunal, in Edinburgh on Tuesday dismissed an appeal by the Dundee firm of Allison's Transport (Contracts), Ltd., against a decision of the Scottish Deputy Licensing Authority. Allison's had applied to increase their fleet by five articulated and five rigid vehicles—and the Authority had granted a licence for three vehicles of each type. The Tribunal reduced the number of vehicles to be granted to three—Allison's choosing that they should be two articulated and one rigid. This was because the Tribunal upheld a British Railways appeal against the grant.

Government Aid for Exporters

From our Industrial Correspondent

BRITAIN'S commercial vehicle industry should benefit from new Government aid measures, announced by Mr. Reginald Maudling, President of the Board of Trade, last week. His proposals fall into three parts.

First, and probably most important for the motor industry, there is to be a substantial reduction, amounting to some 25 per cent., in the premiums charged by the Export Credits Guarantee Department.

The reductions will be greatest in the rather "risky" markets where potentially a lot of business is to be had. For some of these countries the premiums are to be reduced by as much as 40 per cent.

Second, the department is to guarantee loans for longer than five years in exceptional cases for such things as very large capital projects and ocean-going ships.

And finally, to encourage the small and the new exporter, there is to be a

special over-the-counter scheme to cover the firm against losses. For 15s. for every £100 insured, the firm will be guaranteed 90 per cent. of any bad debt within four months of the money being due.

This scheme will apply to any firm, whatever its size, whose export turnover has not exceeded £10,000 a year in recent years. It will be available to the firm for two years or until its insured turnover has reached £20,000.

£95,000 TIPPER ORDER

A order worth over £95,000 has been placed by Bird and Co., Ltd., of Calcutta, with Associated Indian Enterprises Pvt., Ltd. The main distributors for Ashok Leyland in West Bengal and Bihar.

A total of 38 Leyland Comet 9-ft. 10-in. wheelbase chassis have been ordered. They will be powered by Leyland 0.350 oil engines and equipped with Pilot OV4 hydraulic tipping gears and 5-cu.-yd. capacity dumper bodies.

YOUR DEMAND WAS LOUD AND CLEAR. HERE'S THE ANSWER — TOUGH AND HANDSOME!

THE NEW THAMES 15 CWT PICK UP



Here — by popular demand — is a lively new addition to the Thames stable. By Skilful Design out of Trusted Chassis, the virile and good-looking Thames Pick-up is game for anything. A hard-worker, a real stayer, and cheap to maintain.

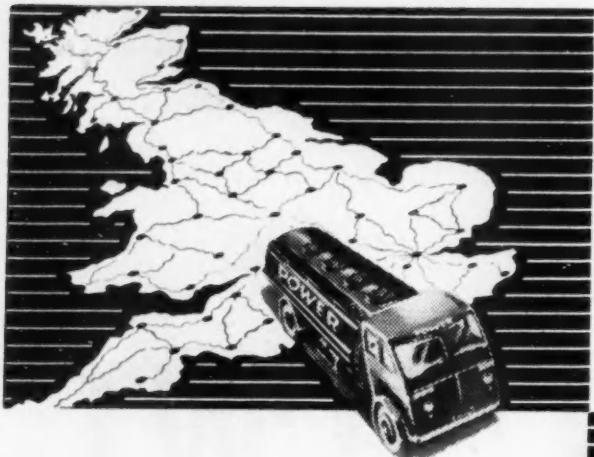
The engine is the familiar 4-cylinder OHV with optional high compression head; gives exceptional 'off-the-mark' ability. Ace features are the all-steel forward control cab; welded and riveted all-steel body; one-piece floor of laminated resin bonded plywood; test-designed loading height 26"; 48½" wide tailgate. Choice of 8 colours.

Another contribution from the Ford economy concept — low initial cost, low HP terms, low depreciation and low fixed costs of Ford Service and spares. See your Ford Dealer for full details.

PRICE ex-works £487 in primer
£494 painted

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**for every
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Britain**

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**for all your
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THE POWER PETROLEUM CO LTD • Depots throughout the Country • Agency Pumps in all areas

Look Alive!

A STRONG drive to step up training schemes for every class of road user in this country began on Monday with the launching of the 1961 National Personal Responsibility Campaign—"Be Alive to Others on the Road."

The campaign, which lasts until the end of September, is organized by the Royal Society for the Prevention of Accidents in conjunction with the Ministry of Transport and the Scottish Home Department, and for this year it has three main objects.

At the opening meeting of this campaign, Mr. Marples, Minister of Transport, said that the Government was anxious to distinguish between penalty and disqualification for infringements of law, but that for the future driving convictions would be divided into three classes.

At the end of the meeting, Mr. Marples presented awards to the first drivers to have achieved 40 consecutive years' safe driving in the National Safe Driving Competition. They were Mr. G. W. Choot, of British Road Services (Contracts), Ltd., and Mr. R. E. B. Oram, of British Railways (Eastern Division).

ELECTRICS MERGER

NEGOTIATIONS have now been completed for Austin Crompton Parkinson Electric Vehicles, Ltd., to take over the entire electric vehicle business of T. H. Lewis, Ltd., of Watford.

The take-over arrangements, expected to be complete by June 1, next, will provide for the continued production of the "Electruk Rider" and the "Electruk" pedestrian-controlled vehicle in their present form, and the full availability of spare parts for both models.

Both companies emphasize that every effort will be made to avoid inconvenience to those who have orders on hand for these vehicles.

Municipal

Bournemouth Highways and Works Committee recommend that tenders be invited for the supply of a refuse collection vehicle (Paladin Type).

Chelmsford Water Committee recommend the invitation of tenders for the supply of a light van of Morris make, as a replacement for a vehicle purchased in 1955.

Norwich Health Committee have accepted the tender of Kennings (Norwich), Ltd., for the supply and delivery of two Morris L.D.O.4 multi-seater ambulance vehicles, one with an Appleyard body for the sum of £1,618; the other with a Kenning body for the sum of £1,509, an allowance of £411 being made for an old vehicle in part-exchange.

Glasgow Police Committee report that provision is to be made for estimated expenditure of £1,200 in the estimates for the year 1961-62 for the purchase of a breakdown vehicle for removing abandoned or damaged vehicles within the City. The Transport Committee have accepted the tender of Hallam, Sleigh and Cheston, Ltd., amounting to £4,842, for the supply of a mechanical bus washing plant for the Marshall Garage. The Water Committee have accepted the tender of Callenders Garages, Ltd., for the supply of one 3-ton 3-way Austin diesel tipper for the sum of £1,213; and for the supply of five 7-cwt. Ford Thames vans, for the sum of £1,802. The Housing Committee have authorized the purchase of the following vehicles as replacements: From John Mitchell, six Austin Seven $\frac{1}{2}$ -ton vans; from A. and D. Fraser, Ltd., five Morris Mini-Minor $\frac{1}{2}$ -ton vans; from the S.M.T. Co., Ltd., five Bedford 6-ton normal-control tipping lorries, one Bedford 4-ton long-wheelbase tipping lorry.

The 500,000th DPA Pump: C.A.V. Success Story

A TRIBUTE to a modern engineering triumph was paid in the ancient Medway town of Rochester on Monday at the works there of C.A.V., Ltd. At a few minutes after 11 a.m., in a happy ceremony on the factory floor, the half-a-millionth DPA distributor pump was taken off the production line and handed over to the Mayor of Rochester for safe keeping in the town's museum of industrial products.

This significant number of DPA units, justifiably referred to by C.A.V. as a triumph of precision engineering production, has been built in a period of five years, the second 250,000 having been produced in only 18 months.

Current production is at the rate of 250,000 pumps a year and further substantial increases in production are budgeted for the future. Already, 65 per cent. of production is exported directly

or indirectly on products of engine and vehicle manufacturers going overseas.

Mr. B. F. W. Scott, vice-chairman of C.A.V., Ltd., presiding at a commemoration lunch after the handing-over ceremony, spoke of the company's plans to produce the DPA pump in many countries in the world. It was not their intention to grant licences for its manufacture, he explained. "We believe this development belongs to Britain," he said.

A direct inter-factory express delivery service between the C.A.V. works at Rochester and the works of Roto-Diesel S.A. at Blois (Loir et Cher), in France, was started on April 10. A Leyland Comet and a 5-ton Bedford are used for the run to Blois, which is about 120 miles south-west of Paris.

The French company was formed last year under the joint ownership of C.A.V. Ltd., and a French concern, for the manufacture of D.B.A. fuel pumps.

New Bus Orders Held Up

PLANS for rolling-stock replacement are being held up by the Northern General Transport Co., Ltd., because of the Ministry of Transport's delay in coming to a decision about increasing the size of public service vehicles. This was stated by Mr. A. F. R. Carling, chairman, at the company's annual meeting last Friday. "The Minister's indecision in this matter is perplexing," he added.

The subject was very fully discussed last December, Mr. Carling recalled, yet now in mid-April they had rolling-stock replacement orders lacking final specification as to size, "for fear of perpetuating the present needless inefficiency over another year's intake for the sake of a

week or two's delay . . . and we are but one of many."

Other points from Mr. Carling's report: "Although most of our services are operated in the industrial areas of Tyneside, Wearside and North Durham it is surprising how many bus routes are not self-supporting when regarded in isolation. None of these unremunerative services has been withdrawn, though there must be some limit to the extent to which it is reasonable to support unprofitable services.

"Higher costs were fully covered by extra revenue, and notwithstanding the heavier tax charge, we finished the year with a net profit almost the same as the previous year's. The recommended final dividend, at 5% free of tax, is also unchanged, again making 7%."

"Yield Soon," Ministry Urged

A HOLD-UP in the replacement programme until a decision is reached about increasing the permissible overall dimensions of single-deck vehicles, to bring them into line with the general practice in Europe, was also referred to by Mr. Raymond W. Birch, chairman and managing director of the Potteries Motor Traction Co., Ltd., in his annual report last week. "I earnestly trust," he said, "that it will not be long before the Ministry yield to the cogent arguments put forward."

Mr. Birch said that the 40 Leyland Atlanteans ordered for 1960, and a further 15 for 1961, were now in service; altogether they now had 90 of these high-capacity double-deckers and they were giving an excellent account of themselves.

The fluorescent lighting had proved so successful that they had adopted it as standard on all the new vehicles.

Peers Criticize the Road Traffic Bill

From our Parliamentary Correspondent

AMID the discussion about drink and breathalysers which dominated the Lords debate on the Road Traffic Bill last week came the first few complaints about the measure's disqualification clauses. Two Conservative Peers were especially critical of the proposal to impose automatic disqualification for six months if certain offences are committed three times in three years. Both asked for these clauses to be revised.

"I suggest the Bill as drawn would bear harshly on the professional public service vehicle driver," said Lord Teynham. "Unlike the private motorist he is subject to an archaic speed limit of 30 miles per hour, even outside built-up areas. Incidentally, this public service vehicle driver has to pass a specially rigorous driving test in addition to the ordinary driving test."

"In the case of the average private motorist, if he has his licence suspended he does not lose his job, but the bus driver loses his job in every case."

Lord Teynham suggested that the penalty for a public service driver was too severe, and his job should not be at risk for driving a bus at 35 m.p.h.

The Bill ought to be re-written so that, while, for dangerous driving, the penalty should be loss of licence automatically, for the technical offences loss of licence should still be at the discretion of the courts, declared Lord Derwent.

Might be Technical

It was no good saying that if a driver committed three offences—which might be technical—taking his licence away for six months was no punishment. That was not true in the case of a professional driver.

Lord Derwent pointed out that no authority was given to the magistrates to use their discretion in this matter, for the Bill said that the court must take away a licence for six months unless, for special reasons, it thought fit to order otherwise.

"How can the court 'think fit to order otherwise' when it is already laid down that three offences in three years means automatic loss of licence?" he asked.

This was introducing a minimum penalty for an offence—yet whenever a backbencher had tried to do the same Lord Chancellors had said: "You cannot have such a thing in the English courts."

40,000 Miles a Year

Professional drivers might drive 30,000 or 40,000 miles a year, went on Lord Derwent, and the more mileage the more likelihood there was of committing a technical offence.

Drivers, particularly coach and lorry drivers, went from city to city, some of which had extremely confusing street systems, and some of which were not well signposted. One of the offences might be simply that a tail light had failed.

Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport, who introduced the Bill, said: "We want

the fear of losing his licence to cause a driver, long before he would be actually disqualified, to take a good deal more care. It is a big stick if you like, but it is a big stick, we think, with life-saving properties."

Disqualification would now be applied in two kinds of cases, for the driver who committed a very serious motoring offence, and also for the driver who showed by his record of convictions that



An example of the latest addition to Ford of Cologne's range of vehicles—the 1½-litre Taunus 17 M delivery van. These models have just gone into production and provide a body capacity of 58.6 cu.ft. with a payload capacity of 1,335 lb. including driver.

he repeatedly disregarded road traffic legislation.

"We are convinced that the right way to secure more respect for road traffic legislation is to make much greater use of disqualification for those who offend; and we believe that it has much more weight than monetary penalties," went on Lord Chesham.

He pointed out that the courts already had considerable powers to impose disqualifications, but they still used them comparatively rarely.

In 1959 defendants were found guilty in over 55,000 cases of careless driving, but there were fewer than 3,000 disqualifications. There were 7,177 convictions for dangerous driving, and 3,414 disqualifications. Altogether just over 15,000 disqualifications were ordered for driving offences, out of 200,000.

Speaking of the clause which deals with temporary or experimental speed limits, Lord Chesham said we needed to know much more before any definite conclusions could be reached.

No Alteration to Penalties for Hours Offences

MR. ERNEST MARPLES, the Minister of Transport, last week rejected the idea that minimum penalties should be laid down for road hauliers who force their drivers into working excessive hours. Maximum, but not minimum, penalties for hours and records offences were laid down by statute, he said in the Commons, and within those limits the courts decided what was fitting in individual cases.

He did not think he would be justified in seeking, contrary to modern practice, to prescribe a minimum fine or term of imprisonment.

Mrs. Harriet Slater (Labour, Stoke North), who had questioned the Minister, agreed that large fines had been imposed on some firms and some licences had

been withdrawn, but she claimed that large numbers of firms were escaping with very small fines. This they did not mind at all, because they could make the profit through longer hours and the greater amount of material carried.

She asked the Minister to do something about this, either through publicity or by fixing a minimum fine.

It was preferable that the courts should be free to grade the penalties according to the circumstances of each particular case, replied the Minister. If the minimum fine was fixed too high the tendency would be, if someone thought it was excessively high, to find the person not guilty.

LORRY REAR LIGHTS—NO ACCIDENT FIGURES

IT was not possible to say how many accidents had been caused in the past two years by inadequate lighting on heavy goods vehicles, stated the Minister of Transport, when he was asked for the figures in the Commons last week.

Ex-Bus Driver Loses Appeal Against Commissioners' Ban

NEWPORT (Monmouthshire) magistrates last Friday rejected an appeal by a former bus driver against a decision of the South Wales Traffic Commissioners refusing to renew his licence to drive a public service vehicle.

The driver, said to have been employed by Newport Corporation as a bus driver, was Cyril Edward Owen, aged 41, of Park Square, Newport. Representing Owen, Mr. Kerry Evans said he had a licence to drive any other type of vehicle. In 1959, it was "very regrettable" that his client had pleaded guilty to a serious offence at Monmouthshire Assizes. "He pleaded guilty to a very nasty series of offences all bound up in an incident when something came over him and he attacked one of his own daughters," said Mr. Evans.

Owen had been sent to prison for 15 months. He could not explain the offence; it had not occurred before and had not occurred since. Mr. Evans said he surmised that the Traffic Commissioners had this in mind when they turned down the renewal of his licence. Owen had gone through "mental agony" but had paid the penalty under the law and felt that he should be allowed to prove himself a good citizen again.

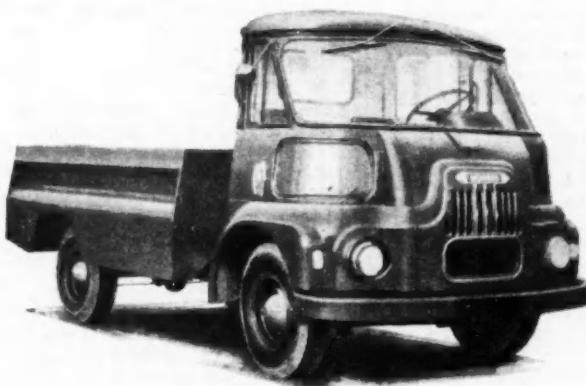
Owen wanted to be a p.s.v. driver and such work was available for him.

Opposing the appeal, Mr. Stanley James Camfield, for the Traffic Commissioners, said that the application was for a public service vehicle licence, and thus it was the public who had to be considered. Many dispensations were being granted by the Commissioners at present regarding one-man buses in isolated areas, so that the driver would also become the conductor on such a vehicle.

"It could well be that Mr. Owen would eventually find himself on a bus as a driver-conductor," said Mr. Camfield. "It could be operating in an isolated area with perhaps only females on board."

New Scammell Plastics Cab

A NEW design reinforced plastics cab has been introduced by Scammell Lorries, Ltd., Watford. The first has just been fitted to one of a batch of 25 Scammell Highwayman tractors for I.C.I. General Chemical's Division. The new cab is a one-piece moulding and is said to be easier to fit than the previous three-piece unit.



Export "Action" Call

EXPRESSING the hope that 1961 would become "The Year of Action," Sir William McFadzean, the retiring president of the Federation of British Industries, said at the F.B.I. annual meeting that we should aim for an increase of at least 10 per cent. in our export target.

"We must ensure that we are extremely efficient producers of the right goods at the right price and, dare I add, at the right time," said Sir William. Too little attention was still being given to the tastes and requirements of overseas customers. We were still falling down on delivery and in not notifying customers quickly enough when, often through circumstances beyond our control, delivery was going to be delayed.

More Scammells

A BIG increase in output has been announced by Scammell Lorries, Ltd., for the first half of the company's financial year.

Overall production has been increased by 29 per cent. compared with the same period last year, with improvements in output for every type of vehicle and trailer made. Production of the Highwayman tractor and Sherpa dump truck has doubled and there has been an increase of 25 per cent. in the output of the three-wheel Scarab Mechanical Horse.

Scammell claim that as a result of the increased production they can now give immediate delivery of any of their 50 standard designs of semi-trailers, output of which has increased by over 28 per cent.

"Put Your House In Order," Haulier Told

A HAULIER was told by the North Western Licensing Authority, Mr. F. Williamson, last Friday that if he did not take steps to put his business into proper order he might lose some of his licences. Mr. A. Burgess, Calderbank Farm, Davyhulme, who applied to renew a B-licence, had been asked to attend the court so that various licensing discrepancies could be reviewed.

Mr. S. Moss, for the applicant, said that a year ago one of Mr. Burgess' vehicles had been issued with a prohibition notice by an enforcement officer. The necessary repairs had been carried out but the notice had not been cleared. There had also been some difficulties concerning drivers' records, one driver having worked for more than the authorized time without a break.

DEMOLITION THREAT

Mr. Burgess' present premises were under a demolition order and he was seeking other accommodation; he intended to form a limited company with a proper office and clerical staff.

Mr. Williamson pointed out that it appeared that one vehicle had been working outside its normal user. Authorized to carry farm produce, milk in churns, and road making materials to Lancashire and Cheshire, it had, in fact, been going to Birmingham.

Mr. Burgess said he never asked any man to work for more than the authorized period. In future he would be very careful to see that the drivers' records showed the correct hours. The majority of his work was done in the Lancashire and Cheshire areas, and only very rarely at Birmingham.

Mr. Williamson granted the renewal, saying that when an application was made in the name of the proposed limited company it would be necessary for all the activities to be shown in detail.

B.M.C. Profit Cut

ANNOUNCING an unchanged interim dividend of 4½d. on Ordinary shares, less income tax, for the year ending July 31, 1961, the British Motor Corporation state that turnover for the first half of the current financial year was approximately 15 per cent. less and consequently profits were lower than for the same period of last year.

In spite of a marked improvement in demand, profits for the year will be less than last year, the directors forecast.

13,000 DRIVERS WIN AWARDS

SINCE its formation five and a half years ago, some 13,000 of the 98,000 members of the B.M.C. Drivers' Club have qualified for the three- and five-year safe driving awards.

PERKINS IN ITALY

A NEW Italian company, Perkins S.p.A., has been formed by the Perkins group of Peterborough. The new company has headquarters in Como.



This Albion Victor with locally built bodywork is operated by Stream Valley Motor Service, of Kingston, Jamaica. Powered by a 95 h.p. Leyland O.350 vertical diesel engine, it has a 2-door body seating 45 passengers.

Decision Reserved in Yelloway—Premier Travel Joint Applications

DECISION was reserved by the chairman of the North Western Traffic Commissioners, Mr. F. Williamson, on joint applications by Yelloway Motor Services, Ltd., and Premier Travel, Ltd., to run express services from various points in Lancashire to Clacton-on-Sea. The hearing took place at Manchester last week, the first part of the proceedings being reported in *The Commercial Motor* of April 14.

Mr. H. Allen, general manager of Yelloway, described the situation as "one which has grown up behind my back." The passengers had started to travel on Yelloway coaches as far as Leicester, then taking a Premier vehicle to Clacton. The new services would provide through facilities and omit the change.

Restricted Duplication

Holidaymakers used the Yelloway Lancashire-London services to travel to Leicester but, as duplication on these was restricted, many bookings had to be refused. If the present situation was allowed to exist the London services might become distorted when catering for Clacton passengers. The vehicle allowance requested was eight departures normally, with 16 at peak times.

Replying to Mr. W. Robinson, objecting for W. Robinson and Son, Ltd., Great Harwood, Mr. Allen denied that the essence of the applications was to add more facilities to the London licence.

Abstraction from London Traffic

Mr. G. Timmins, objecting for British Railways, said that the services would abstract from their London traffic. There had been no evidence of passengers having difficulty travelling to London. Mr. Robinson said that it was no real hardship to change coaches, and most coach stations had good refreshment and waiting facilities. Leicester must be an exception to this rule and conditions

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ought to be improved to enable passengers to wait in comfort.

Mr. F. D. Walker, for the applicants, submitted that the cases had arisen from a connection which the public had found for themselves. They wanted to abolish the Leicester change which was especially difficult for those people who travelled overnight. He did not think they should be expected to provide better facilities at Leicester, as the coach station was not their property and they used it for only a small portion of the year.

The railways had not rebutted the evidence put forward, and passengers wishing to travel to East Anglia by train first had to go to London, as there were no direct facilities. As this was the case he did not think B.R. had the right to ask for protection.

After reserving decision, Mr. Williamson said he would have to consult several Traffic Commissioners from other areas. He felt that a primary licence would be granted with timings and departures as requested, but the key to the question was the number of vehicle journeys allowed.

Decision on this part of the application would be given at a later date.

Extra 100,000 Miles a Year

LEICESTER'S Corporation buses will travel an extra 100,000 miles each year if and when the proposed gyratory system of traffic control comes into operation.

Mr. Leslie Smith, deputy transport manager, said this when giving evidence at a public inquiry in Leicester after 10 local coach firms had objected to an application from Leicester Council to install three bus stops on the south side of Humberstone Gate and close down the existing private coach stand in Humberstone Gate and replace it with a new and smaller stand farther down the same street.

Newport Decides not to Sell its Buses

DESPITE a debt of about £40,000 and the loss of thousands of passengers on its bus services, Newport council has decided not to sell the transport undertaking.

A motion to dispose of the buses was defeated by 24 votes to 10, after a debate during which Councillor David Turnbull, deputy chairman of the transport committee, forecast a brighter future for the undertaking. "Revised schedules have been worked out and there will be a saving of over £20,000," he said.

Before the war the undertaking was rate-aided. Since the war the position had been reversed and the undertaking had paid into the general rate fund £175,000, it was stated.

Bus Station Approved

ABERDEEN council have approved plans by the Scottish Bus Group for the new bus station at Guild Street and Station Square, Aberdeen, to be used by W. Alexander and Sons, Ltd., the member firm of the group operating in that area. The station will be 199 ft. long and 30 ft. wide, with some 20 bays. It will have a two-storey block, containing administration and staff rooms on the first floor and passengers' waiting rooms, left luggage, cooking facilities and shopping units on the ground level.

Belgian Bus Frames for U.S.

TRANSCONTINENTAL BUS SYSTEM, of Dallas, Texas, is spending about £2m. on new coaches this year. An order for 125 frames has been placed with Brugge Neville, Belgium. On arrival in the U.S. the frames will be fitted with G.M.C. engines and other components.

The coaches will seat 46 passengers on an elevated deck, with rest rooms and music provided.

ROOM FOR B.E.A.

SCOTTISH OMNIBUSES have provided space at their Clyde Street bus station in Edinburgh for British European Airways, for the operation of coach services to and from the Edinburgh Airport.

The East Midlands Traffic Commissioners deferred their decision.

Mr. Smith said that although the bill for the extra mileage would be between £5,000 and £12,000 a year, and people would have farther to walk, there would be a definite alleviation of traffic congestion.

ROUTEMASTER REPEAT

LONDON TRANSPORT'S Routemaster bus, RM.546, which visited Switzerland for two weeks last February, is to make another trip to Europe at the end of this month. On this occasion the Routemaster will spend two weeks in Holland and then go to France.

South Wales Fares Appeal Ends

THE hearing of a three-day appeal by South Wales local authorities into increased bus fares ended at Cardiff last Friday. The inquiry was held by a Ministry of Transport inspector, Mr. S. A. Bailey, whose report will be submitted to the Minister. A decision will be announced later.

Thirty-one local authorities appealed against a decision of the South Wales Traffic Commissioners granting increased fares to the South Wales Transport Co., Ltd., and the Western Welsh Omnibus Co., Ltd.

When the hearing continued yesterday, Mr. Alun T. Davies, Q.C., for the local authorities, said that errors in the estimated 1959 returns by Western Welsh amounted to £56,000, and £29,000 in the case of South Wales Transport.

"It was only cross-examination and probing that resulted in an explanation being forthcoming. The reason given was that the weather had changed," he said. Such an explanation was "wholly inadequate."

Estimates "Depressed"

Mr. Davies went on to say that the approach of the transport companies was to try to produce as gloomy a picture as possible. There had been a "depressing" of the estimates and that the true picture was "blurred."

Mr. E. S. Fay, Q.C., for the transport operators, speaking on Friday, referred to Mr. Davies' allegation that the estimates contained errors. Mr. Fay said that when Western Welsh produced the figures "they were looking forward into the future.

"Mr. Davies had called the picture 'blurred' but," said Mr. Fay, "if you are looking ahead a long way, your view must be less precise. You have to form an estimate of judgment on what you know."

Mr. Fay added that one of the difficulties of looking forward was to know what the effect of a fares increase was going to be. Fares charged by the two operators were reasonable because "in terms of constant currency" they had not gone up but down.

Insufficient Evidence

Mr. Fay went on to say that there was no justification for criticism of the Commissioners for the procedure they had followed. The Minister in his decision had not said that the fares were wrong, merely that the evidence was insufficient.

Referring to the evidence of the transport operators, Mr. Fay said that it was his submission that evidence was neither tedious nor unnecessary.

South Wales Transport, he said, was asking for a change in fares to seek a return on their capital that they had enjoyed in the past. The company had for some years enjoyed profits of the same order as those they had asked for in 1959.

Four, Three, Two . . . and B.T.C. are Content

THREE vehicles, or two? That was the problem at Manchester last Friday when an application by W. J. Parker (Haulage Contractors), Ltd., Bolton, came before the North Western Licensing Authority, Mr. F. Williamson. The British Transport Commission, who objected, said that they would be satisfied if the company were granted two new A-vehicles, but the latter said they needed at least three. The original application, which was part heard, was for four new A-vehicles of 13½ tons to carry agricultural produce, building materials, floor coverings and steel work.

Mr. W. J. Parker, managing director, said they employed a number of subcontractors but, apart from customers complaining of the bad condition of their vehicles, on two occasions they had found that units were not properly licensed. He was ashamed of the way in which his customers were being treated at present.

The proceedings were supported by four customer witnesses, all of whom complained that they had insufficient transport facilities. Mr. D. Powell, company secretary of Robert Morris, Ltd., manufacturers of steel pit tubs, pointed out that these were delivered to collieries. They had no room to store the products, so all transport worked to a carefully timed schedule. About 30 vehicles a day were required to deal with the removal of the tubs.

Mr. G. H. P. Beames, for the B.T.C., said that the case was a matter of quantum and it had to be decided whether the applicants were granted two or three vehicles.

Mr. Williamson reserved his decision.

Driver Failed as Haulier

LUCKY driver Kenneth Ronald Lloyd, of Sandbach, Cheshire, who went into business as a haulier backed by a bank loan, admitted debts of £1,442 15s. last week when he appeared for public examination at Crewe Bankruptcy Court.

After the Official Receiver, Mr. W. A. Driskell, had said he was not completely satisfied, the examination was adjourned.

Mr. Lloyd blamed his failure on heavy costs of repairs, inexperience and lack of capital. He agreed he kept no accounts.

BRITISH AIR SUSPENSION FOR THE CONTINENT

CONTRACTS for the supply of the Dunlop Pneuride air suspension system have been made with bus and coach builders in Belgium, Finland and Sweden.

Companies who will fit the Dunlop units are Automobiles Miesse of Brussels, Vanejan Autoehdas Oy of Helsinki and Scania-Vabis of Sodertalje, Sweden.

New Transport Companies

J. and J. Walker (Transport), Ltd. Cap. £100. Subs.: D. M. Graeme and P. G. Graeme, 61 Fairview Avenue, Gillingham, Kent. Sec.: D. M. Graeme. **E. Passingham (Coach-Builders), Ltd.** Cap. £1,000. Dirs.: E. Passingham and Mrs. I. F. Passingham, 35 St. Joseph's Road, London, N.W. Sec.: I. F. Passingham. Reg. office: 95 Crofton Road, London, S.E.5.

Howarth Threlfall, Ltd. Cap. £1,000. Dirs.: H. Threlfall and Mrs. M. Threlfall, 47 Grange Street, Clayton-le-Moors, Lancs. Sec.: T. E. Threlfall. Reg. office: 47 Grange Street, Clayton-le-Moors, Lancs.

A. E. Wright (Coachworks), Ltd. Cap. £1,000. Dirs.: A. E. Wright, 121 Rosebery Road, London, N.10. B. P. Williams, 42 Bolster Close, London, N.22, and F. G. Skarott, 54 Norman Avenue, London, N.22. Sec.: A. Holloway. Reg. office: 12 Bedford Road, London, N.22.

R. T. Grundy, Ltd. Cap. £1,000. Dirs.: R. T. Grundy, 6 Hawthorne Avenue, Long Eaton, and E. M. Grundy, 14 Trevor Road, West Bridgford. Sec.: R. T. Grundy. Reg. office: Acton Street, Long Eaton.

Chevons Brothers (Padfield), Ltd. Cap. £3,000. Dirs.: E. Chevons, J. Booth and E. Booth, 4 Temple Street, Padfield, Hadfield, Derbyshire. Sec.: J. Booth. Reg. office: 4 Temple Street, Padfield, Hadfield.

Jacklin Gell and Co., Ltd. Cap. £10,000. Dirs.: A. E. Gell, A. H. Gell and Lt. D. Gell, R.N. 13 Hillside Avenue, Mapperley, Nottingham; R. H. Butler, 39 Leicester Street, St. Ann's Well Road, Nottingham. Sec.: A. H. Gell. Reg. office: 27 Storer Street, Nottingham.

J. W. Crossley and Sons, Ltd. Cap. £3,000. Dirs.: W. Crossley, 125 Oxford Lane, Siddle, Halifax, and J. W. Crossley, 20 Browning Avenue, Siddle. Reg. office: 125 Oxford Lane, Siddle.

Peter Suckling, Ltd. Cap. £2,000. Dirs.: P. J. Suckling and R. M. Suckling, 14 Gidea Close, Gidea Park, Essex. Sec.: P. J. Suckling. Reg. office: 28 Queen Street, London, E.C.4.

A. Newbury and Son (Parkstone), Ltd. Cap. £1,000. Dirs.: L. A. Newbury, 17 Pine Avenue, Parkstone, Dorset, and A. G. A. Davis, 16 New Road, Parkstone. Sec.: L. A. Newbury. Reg. office: 183 Ashley Road, Parkstone.

Jones and Stephany, Ltd. Cap. £10,000. Subs.: W. V. Memery, 36 Abbotts Drive, North Wembley, and G. R. Evans, 32 Wentworth Drive, Eastcote, Middlesex.

Everton Coaches, Ltd. Cap. £5,000. Dirs.: H. B. Everton, 23 Corbett Avenue, Droylsden, and B. M. Everton, 53 Tagwell Road, Droylsden. Sec.: H. B. Everton. Reg. office: 55 Newhall Street, Birmingham, 3.

Robertson and Partners, Ltd. Cap. £1,000. Dirs.: J. D. Robertson, 16 Wood Lane, Short Heath, Willenhall, Staffs., and T. Robertson, 21 Lichfield Road, Staffs., Walsall, Staffs. Sec.: T. Robertson. Reg. office: 16 Wood Lane, Short Heath, Willenhall, Staffs.

Gordon Hill and Son (Crewe), Ltd. Cap. £50,000. Dirs.: G. Hill and A. Hill, 319 Nantwich Road, Crewe; G. Hill, Jr., 170 Underwood Lane, Crewe. Sec.: G. Hill, Jr. Reg. office: 170 Underwood Lane, Crewe.

Law Brothers (Tours), Ltd. Cap. £1,000. Dirs.: G. H. Wilson and D. Wilson, 72 Penistone Road North, Sheffield. Sec.: G. H. Wilson. Reg. office: 72 Penistone Road North, Sheffield.

R. Titterington, Ltd. Cap. £1,000. Dirs.: R. Titterington and A. Titterington, 41 Edale Road, Leigh, Lancs. Sec.: A. Titterington. Reg. office: 41 Edale Road, Leigh.

Best Carriers Contractors, Ltd. Cap. £100. Dirs.: E. C. Farrell, 31 Marion Place, London, E.8, and E. McCavney, 4a Hatton House, London, N.7. Sec.: E. McCavney. Reg. office: 31 Marion Place, London, E.8.

Diamonds Transport (Bristol), Ltd. Cap. £3,000. Dirs.: W. H. J. Diamond and M. Diamond, Sunny Banks, Westwick, Worle, Weston-super-Mare. Sec.: M. Diamond. Reg. office: Sunny Banks, Westwick, Worle.

Colin Vaines and Sons, Ltd. Cap. £10,000. Dirs.: C. Vaines and Mrs. M. E. Vaines, Obelisk House, The Walk, Birdwell, Barnsley; R. H. Vaines, 212 Sheffield Road, Birdwell. Sec.: M. E. Vaines. Reg. office: Obelisk House, The Walk, Birdwell.

Demolition (Miles), Ltd. Cap. £2,000. Dirs.: J. Miles, Flat 6, 112 Blackheath Park, London, S.E.3, and Mrs. N. E. Miles, Flat 6, 113 Blackheath Park, London, S.E.3. Sec.: N. E. Miles. Reg. office: Kiln Barn Road, East Malling, Kent.

Bleach's Coaches, Ltd. Cap. £5,000. Dirs.: R. J. Bleach, E. Bleach and G. E. Bleach, 3 Station Road, Hetton le Hole, Co. Durham. Sec.: E. Bleach. Reg. office: 3 Station Road, Hetton le Hole.

Schweppes Again at Weymouth

DESPITE maximum penalty points on the final test of the day, Leonard A. Stacey, driving a 1961 Commer 8-cwt. van, won the first eliminating round of this year's Lorry Driver of the Year Competition at sunny Weymouth on Saturday. Making his first attempt in the competition, Mr. Stacey, a League of Safe Drivers gold badge holder, amassed only 85 penalty points. He was driving for the Pepsi-Cola Bottling Co., Ltd., a member of the Schweppes group. Thus, with the Weymouth winner last year in D. Cleverley (driving a Bedford 6-tonner), Schweppes, who only came into the competition in 1960, have achieved a notable double, writes Kenneth Bowden.

Without in any way detracting from the excellence with which 38-year-old, Mr. Stacey, a Londoner working out of Bristol, handled his new red, white and blue Commer, it must be noted that the final result rested not so much on his fine scores in four tests, but on what the rules said he must be penalized for his failure of the fifth.

Mr. Stacey, who also, of course, won the Class A and Best C-licence Vehicle awards, lost seven marks on the Highway Code test, none on the road test, 18 on kerb parking, and 25 on width judging. The last of the three manoeuvrability tests at the Westham Coach Park in Weymouth was generally

Maintenance winner D. Sullivan on his Foden leads Pease Transport colleague B. Hill's Albion into the manoeuvrability tests. With H. Manning (Foden) they won the team award.



champion driver by a notable margin.

There was some "murmuring" about the decision, based on the fact that failure in a manoeuvrability test in the heavier classes could have meant a penalty of 200-odd marks, based on this system. But as national steward Mr. J. W. Scammell said at the prize presentation, "it must be recognized that the competition is class against class."

Although marks lost appeared to be heavier generally than last year, the standard of driving among the 95 starters from an excellent entry of 97 was reasonable.

Among previous award winners, G. Squibb, driving a Bedford for R. Crumble (Home), Ltd., of Weymouth, third in Class C last year, took the premier Class C award; and W. Hobbs, on a Bedford for Burt, Boulton and Haywood, Ltd., of Bridport, repeated his 1960 win in Class



acknowledged to be the easiest for most.

At his first attempt Mr. Stacey appeared to perform well, but moved his van into reverse before the stewards had time to measure his frontal distance from the barrier. He was asked to do the test again, but this time, somewhat agitated, he overshot on the reverse, which was measured on the rear door handle. This constituted complete failure of the test, and for many hours the penalty that would be applied was, publicly at any rate, in doubt.

At the close of the competition it was announced that, as laid down nationally, the penalty was the worst mark in the class in that test, plus five penalty points. This gave Mr. Stacey 35 penalty points for the test, and made him

F1 for artics with a tractor under 3 tons and semi-trailer under 22 ft. Pease Transport, Ltd., driving for Tate and Lyle, scored a notable double, taking the team award, and through D. Sullivan, the Best Maintained Vehicle prize with an eight-wheeled Foden sugar tanker.

PROVISIONAL RESULTS

CLASS A—Up to 15 ft.: A. L. Stacey (Pepsi-Cola Bottling Co., Ltd.), Commer, 85 penalty points, 1; M. McCree (Pease Transport, Ltd.), Fordson, 117, 2; W. R. Meek, Standard, 121, 3.

CLASS B—15-19 ft.: W. J. Robins (George Cake, Ltd.), Austin, 140, 1; A. Levett (T. Wall and Sons, Ltd.), Morris, 159, 2; W. Brindley (Weymouth Corp.), Austin, 174, 3.

CLASS C—19-22 ft.: G. Squibb (R. Crumble (Home), Ltd.), Bedford, 140, 1; R. Ackerman (Burt, Boulton and Haywood, Ltd.), Bedford, 173, 2; J. O'Brien (S.E.B., Weymouth), Austin, 175, 3.

CLASS D—22-25 ft.: P. Faversham (T. B. Lock and Sons), Bedford, 106, 1; B. Hill (Pease Transport, Ltd., for Tate and Lyle), Albion, 193, 2; E. Rogers (B.R.S., Eastleigh), B.M.C., 130, 3.

CLASS E1—Over 25 ft., two axles: L. T. Symes (Bath and Portland Stone Firms, Ltd.), A.E.C., 193.

CLASS E2—Over 25 ft., more than two axles: J. Greening (T. B. Lock and Sons), Bedford, 147, 1; H. Manning (Pease Transport, Ltd., for Tate and Lyle), Foden, 155, 2; R. Boatman (Bath and Portland Stone Firms, Ltd.), A.E.C., 210, 3.

CLASS F1—Artic., tractor under 3 tons, semi-trailer under 22 ft.: W. Hobbs (Burt, Boulton and Haywood, Ltd.), Bedford, 152, 1.

CLASS F2—Artic., tractor under 3 tons, semi-trailer 22-27 ft.: J. Crancy (Arthur Hughes and Sons, Ltd.), Bedford, 234.

CLASS G—Artic., tractor 3 tons or over, semi-trailer up to 27 ft.: G. T. Pavey (B.R.S., Poole), Leyland, 174, 1; F. C. Cane (T. B. Lock and Sons, Ltd.), Bedford, 377, 2.

CLASS S—Standard Army Vehicles, 19-24 ft.: Spt. A. Berkley (6 Field Park Sqn., R.E., Swindon), Bedford, 149, 1; Tpr. D'Arcy (R. and A. Wing D. and M. School, Bovington), Bedford, 161, 2; J. O'Rourke (Junior Leaders Rgt., Bovington), Bedford, 177, 3.

Best Maintained Vehicle: D. Sullivan (Pease Transport, Ltd., for Tate and Lyle), Foden, 133.7 pts., 1; L. T. Symes (Bath and Portland Stone Firms, Ltd.), A.E.C., 129.9 pts., 2.

Best C-licence Vehicle: A. L. Stacey (Pepsi-Cola Bottling Co., Ltd.), Commer.

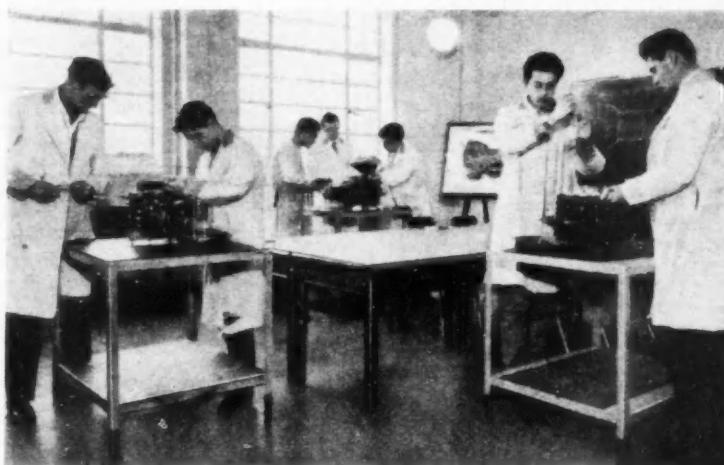
Team Award: Pease Transport, Ltd., for Tate and Lyle.

(Above) Class G winner G. T. Pavey, of B.R.S., Poole, takes his Leyland artic through the width-judging test, perhaps the most difficult for the heavies. (Right) L. T. Symes, driving this A.E.C. for Bath and Portland Stone, won Class E1 for vehicles over 25 ft. with two axles.



STAYING IN FRONT ON SERVICE

Ford's Impressive New School at Langley



IT is tacitly admitted by the Ford organization that, although traditionally they have long been leaders in the field of after-sales service, and probably remain so today, others are fast catching up. The problem now, with service increasingly a major sales factor in both private and commercial vehicles, is to stay out in front.

Given direct control of every job plus supervision of each customer-relationship, Ford's would probably find this easy. Fortunately or unfortunately, however, on this front of the motor industry the manufacturer is represented, both in his agents' offices and on the service shop floors, by people over whom he has only remote and relatively limited control. After-sales service, good or bad, is dependent not really on Ford's nor even on the men holding main or dealer agencies. It is dependent in the long run on the men in the workshop.

Education

Most motor manufacturers, in recognizing this, have been obliged to make education their main springboard to adequate service. Service schools for training mechanics in Ford systems and methods have been a feature of the organization since Model T days shortly after the first world war.

The latest of these educational establishments, opened last year at Langley, Bucks, is probably one of the most

impressive and ambitious of its type outside America. Ford's claim that it is the most modern and best equipped in the British motor industry.

The school is adjacent to the Hawker Aircraft factory taken over by the company, to which all Thames assembly has now been switched. Pupils coming through the main gates off the A4 have as one of their first impressions row upon row of Thames van bodies and cabs.

The school is a two-storey building, clean and modern, covering some 42,000 sq. ft. It has 12 classrooms, each fitted with a complete range of specialized tools and equipment applicable to one particular section of a motor vehicle. There is also a spacious, rather luxuriously but otherwise realistically equipped garage; a dynamometer room for engine testing and a large lecture hall-cum-cinema.

Students' leisure moments on the premises are provided for by a large lounge, and there are kitchens and dining-rooms to cater for both pupils and staff.

These facilities, in the care of a permanent staff of 12 instructors, are designed for the training of something over 4,000 students a year. The courses, normally of a week's duration, are planned to cover all aspects of maintenance and repair of Ford cars and commercial vehicles. Specialized instruction covers, as broad subjects, petrol and oil engines, front suspension, steering and brake mechanisms, standard and automatic transmissions, electrical systems,

(Above) The modern frontage of the new Ford school at Langley, Bucks. (Left) One of the 12 classrooms is devoted to theoretical and practical work on automatic transmissions.

bodywork, and radio installation and servicing.

Dealers in remote areas who cannot conveniently send employees to Langley are served by two mobile units—maximum capacity Traders equipped with all the facilities for on-the-spot courses at dealers' establishments.

Speaking at an open day at the school last week, Mr. John Read, Ford's general sales manager, stated that the Ford vehicle population in this country, at 1.5m., had increased four times since before the second world war. It was at this school that the service staffs from 1,900 main and retail dealers and fleet owners would acquire the specialized knowledge to repair and maintain these vehicles. He emphasized that the company was not setting up in opposition to the technical colleges, but said that naturally, theoretical principles were involved.

Four Sections

Discussing the courses, Mr. Read said that the vehicle had been divided into four specific sections, with one week's instruction on each, because this helped students to assimilate information most easily. Although some students tended to specialize, many took all the basic courses. At the end of each course there was an examination, with proficiency certificates valid for two years awarded to those successful. In addition to courses for mechanics, special prospectuses were available for service managers, apprentices and receptionists.

It was apparent from a tour of the school, and from listening to instructors at work, that the seeming preponderance of private car equipment in the various departments did not mean neglect of the commercial vehicle side. Of particular interest to the commercial man was the oil engine servicing equipment, including four fully equipped soundproof rooms for fuel pump repair and maintenance.

The costs of the courses are met entirely by Ford, who arrange accommodation in the locality of Langley, the cost of which is met by the students. Food at the school is provided free. Most sessions are of five-day duration, and working hours are from 8.30 a.m.-4.45 p.m.

Improved Facilities at Ribble Liverpool Depot

The Construction of a Servicing Bay and Maintenance Workshop Adjacent to the Bus Station Opened Last Year by Ribble Motor Services in Liverpool, Besides Improving Maintenance Facilities, Will Result in Savings in Dead Mileage

A NEW servicing bay has been brought into operation by Ribble Motor Services at Hotham Place, Liverpool, adjacent to the new bus and coach station in Skelhorne Street, which was opened last year.

Lack of space prevented vehicle maintenance facilities being made available within the new bus and coach station. The land next to it was therefore acquired, and it has been possible to provide a drive-through servicing bay, with provision for two pits, a workshop, and an open yard, the latter as additional space for coach parking and loading.

Economies Effected

With more facilities available, economies have been effected by closing Ribble's two garages, nearly one mile away, in Collingwood Street, and using the new bus and coach station—as originally planned. Ribble's Liverpool depot fleet consists of 35 vehicles, 18 double-deckers and 17 coaches, and it is estimated that the saving in dead mileage will total about 18,000 miles a year.

As each vehicle passes through the servicing bay the fuelling, washing of the complete vehicle and interior clean-

ing of upper and lower saloons is accomplished.

Fuel is delivered by gravity feed from two 6,000-gallon overhead tanks, giving a flow at the nozzle of 15 gallons per minute. Brodie Kent flowmeters register the quantity required by each vehicle. Fuel wastage or over-filling is prevented by each hose being equipped with an automatic shut-off nozzle.

At the same time as the fuelling operation, the front and rear of the vehicle are washed by hose brushes and the interior of the vehicle is cleaned by vacuum—a British Vacuum Cleaner and Engineering Co., Ltd., ticket and litter removal installation. This method ensures that no dust is raised to settle on seats and window ledges, and gives improved working conditions for the cleaners themselves.

The plant used for this operation is housed in a room situated between the servicing bay and the workshop, and consists of a large turbo exhauster driven by a 15 h.p. electric motor.

The vacuum created is used, via flexible hoses, to remove all dust, used tickets, and other refuse from the bus floor, staircase and platform, one cleaner working in the upper saloon and

one in the lower saloon. The vacuum hoses are also used for emptying used ticket boxes and for cleaning drivers' cabs.

Between the suction hoses and the turbo exhauster are two large receivers. The first one separates by gravity the heavier particles of dirt, whilst the second is equipped with a number of bags, similar in principle to those in a domestic vacuum cleaner, which filter the smaller particles of dirt from the air passing through.

Washing Started Automatically

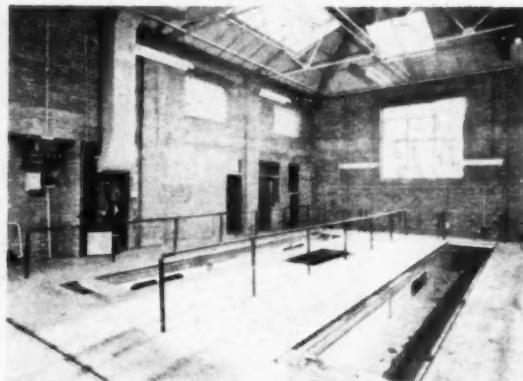
Following the cleaning and fuelling operations, which are carried out with the vehicle stationary, the bus is started and almost immediately breaks a light ray falling on to a photo-electric cell. This causes an electrical control gear to start up the brushes and pumps of the Widney washing machine, which is located at the exit to the bay.

After leaving the servicing bay, washing being completed in the process, the bus is driven to the bus station for night parking, and attention by cleaners who complete any tasks outstanding.

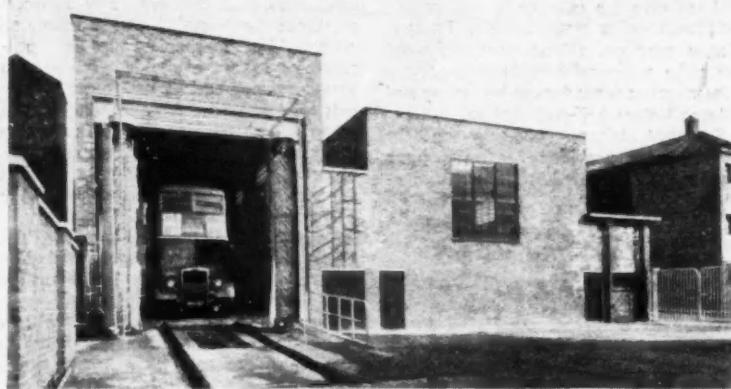
The workshop area, adjoining the servicing bay, is provided with two maintenance pits, one having a side bay to facilitate repair work on underfloor-engined vehicles. Both pits are illuminated by fluorescent lighting and equipped with low-voltage plugs and compressed-air points.

When not in use each pit is protected by a system of handrails, which are detachable to facilitate access to any part of the vehicle. The need for pit planks or metal pit covers is also eliminated.

Heating of the workshop is carried out by a floor-standing "Wanson" unit. Oil-fired and fully automatic in action, this distributes warm air through trunking. Domestic fuel oil is supplied to the unit from a 2,000-gallon tank housed on the roof of the servicing bay.



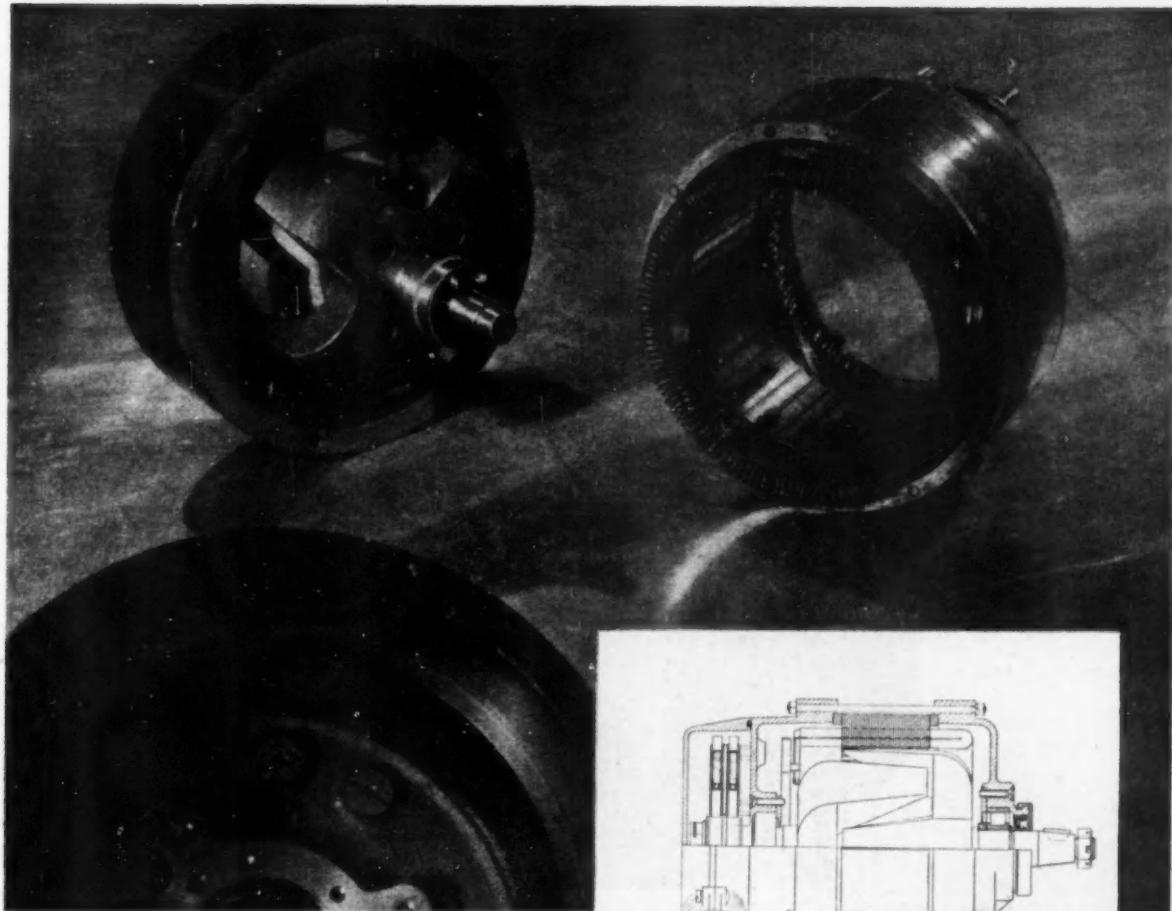
The workshop area has two pits, the one on the left having a side bay, to facilitate work on underfloor-engined vehicles.



In this view of the servicing bay, a bus is about to pass between the brushes of the Widney washing machine. The deep grooves in the runway will be noted; these guide the bus centrally through the wash.

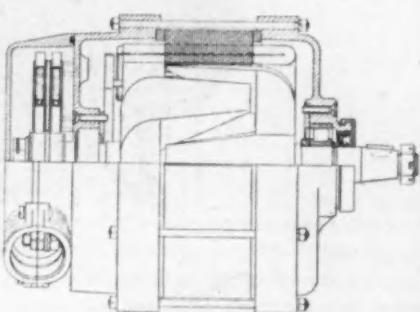
Simms

ALTERNATORS



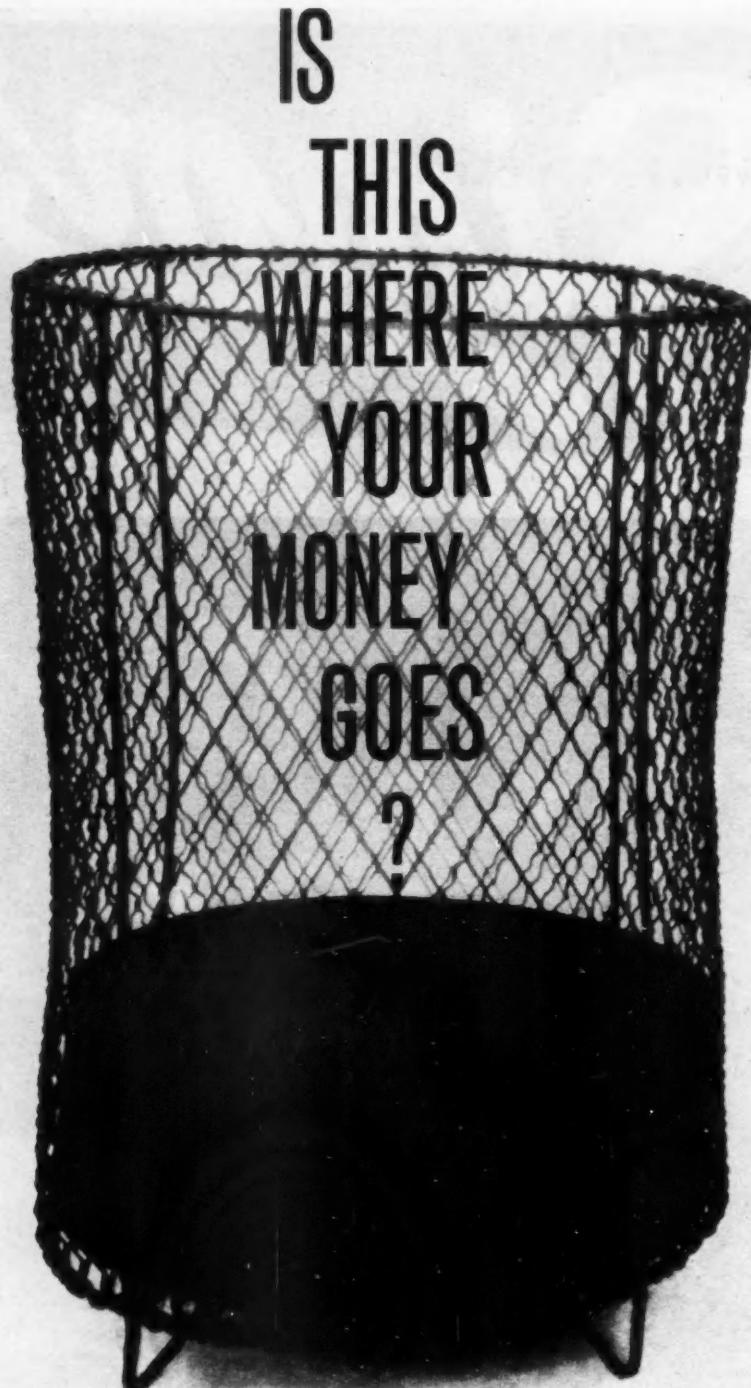
The Simms Transistorised A.C. set consists of this robust, rotating-field alternator, a germanium rectifier bank and a small transistor control box, having no moving parts.

It has a low cut-in speed and a low full-load speed. Conservatively rated at 40 amps, the current regulator is, in fact, set at 45 amps but still greater output is available.



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How many extra payloads could you fit in a working week if you were not tied to stringent servicing commitments? Let's face it—putting your vehicles in dock regularly for maintenance and footing bills for spare parts and servicing is a costly business! But it pays every time to invest in automatic chassis lubrication. Outlay is recovered sooner than you think, with reduced maintenance charges and replacement bills. Tecalemit automatic chassis lubrication takes complete care of the lubrication of your vehicles *while the wheels are turning*.

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T724

Expansion Trends in Haulage

Yorkshire Hauliers Seek More A Vehicles

THE main applications this week for increases in A-licensed vehicles are in the Yorkshire traffic area. A One Transport (Leeds), Ltd., seek to add six vehicles (36t) to their A licence and Calder Valley Transport Co., Ltd., Halifax, four vehicles, while J. H. Tait Transport (York), Ltd., have applied for four vehicles on a new A licence.

Other important applications include an A variation by Northern Film Transport (Kendal), Ltd., for six additional vehicles and a new B-licence application in the North West for 20 tippers by G. Haslam and Co., Ltd., to work on the new Queensferry By-pass.

SCOTTISH (SOUTH)

Decisions

SS 26/11/8.—**Alexander Bennie**, Luss, new B lic., refused.
SS 15/10/5.—**Kilmarnock Express Delivery Service, Ltd.**, new B lic., 2 vech., refused.
SS 7/1/5.—**Thomas Boag and Co. (Haulage), Ltd.**, Greenock, A var., add 1 vech., refused.
SS 7/1/4.—**James Hemphill, Ltd.**, Glasgow, A var., add 3 arts., granted.

NORTHERN

Applications

N 11/4/1.—**New Transport Co., Ltd.**, Anfield Plain, A var., add 2 T. (130).
N 11/4/2.—**British Railways**, Carlisle, A var., add 1 vech., (25t).
N 11/4/3.—**Northern Film Transport (Kendal), Ltd.**, A var., add 6 vech. (18t) redelivery of goods collected in Liverpool depot and redistribution of goods from storage at Kendal, North Lancashire, Westmorland and Cumberland.
N 11/4/4.—**A. V. Dawson, Ltd.**, Middlesbrough, A var., add 1 vech. (74t).
N 11/4/5.—**Tees-side Carriers, Ltd.**, Stockton, A var., add 2 arts. (9t) collection and delivery of goods for trunk services within 35 miles.
N 11/4/6.—**Wearside Carriers Service, Ltd.**, Sunderland, A var., add 1 vech. (3t) building mats, ships stores and foodstuffs; Northumberland, Cumbria, Durham, Westmorland, North Yorkshire and Southern Scotland.
N 11/4/7.—**Road Materials (Middlesbrough), Ltd.**, B var., Vary lic. conditions to include goods for Dorman Long (Steel), Ltd., Dorman Long (Chemicals), Ltd., Dorman Long (Bridge and Engineering), Ltd., within 20 miles of Whitchouse Garage.
N 11/4/8.—**North East Haulage Co.**, Saltburn, B var., add 1 T. (4t) road and building mats, steel and timber within 100 miles.

NORTH WESTERN

Applications

NW 7/4/1.—**Williams Bros. (Queensferry), Ltd.**, new A lic., 2 vech. (70) collection and distribution of small lots into and from own warehouse.
NW 7/4/2.—**E. Sneyd and Sons, Ltd.**, Liverpool, A var., add 2 vech. (10).
NW 7/4/3.—**Northern Ireland Trailers, Ltd.**, Preston, A var., add 5 trls. (22t) delete 5 trls. (3t).
NW 7/4/4.—**Austin Wilkinson, Ltd.**, Salford, A var., add 1 art. (6t), delete 2 trls. (5t).
NW 7/4/5.—**R. Taylor (Haulage)**, Carnforth, new B lic., 1 T. (6t) agric. requisites, lime, fertilizers, basic slag, and pig iron to non-rail connected foundries within 60 miles; occasional journeys Middlesbrough; g.r. for W. Fieldhouse, Ltd. and N. Hargreaves, as required, collection and delivery within 25 miles for A lic. vechs.
NW 7/4/6.—**Lancashire Oil Distributors, Ltd.**, Manchester, new B lic., 3 vech. (18t) goods in bulk for British Viscoseum Fuels, Ltd., as required.
NW 7/4/7.—**Conlon Bros.**, Preston, new B lic., 5 vech. (21t) road making mats, for John Howard and Co., Ltd., to the Queensferry By-pass within 5 miles.

NW 7/4/8.—**G. Haslam and Co., Ltd.**, Queensferry, new B lic., 20 vech. (71t) road filling mats, for and on behalf of John Howard and Co., Ltd., to Queensferry By-pass.

YORKSHIRE

Applications

Y 12/4/1.—**P. and D. Steigholm**, Dringhouses, new A lic., 1 vech. (3t) potatoes, carrots, vegetables, fertilizers and farm products; Liverpool, Nottingham, Leeds, Huddersfield, Birmingham, Glasgow, now on contract A lic.
Y 12/4/2.—**C. A. Mariner, Ltd.**, Scarborough, new A lic., 2 vech. (7t) mainly road, building and excavated mats and rubble; 85 per cent. within 10 miles.
Y 12/4/3.—**J. H. Tait Transport (York), Ltd.**, new A lic., 4 vech. (24t) fertilizer and cattle feeds, agric. products, grain, coal, bricks, steel, sugar, timber, brewery products, glass, confectionery; Yorkshire, Lancashire, Lincolnshire, Notts, Worcestershire, Dorset, Suffolk, Co. Durham, Anglesey.

Y 12/4/4.—**Alfred Rae, Ltd.**, Bradford, A var., add 1 vech. (4t) if granted 1 vech. (3t) deleted from B lic.

Y 12/4/5.—**O. and C. Holdsworth, Ltd.**, Halifax, A var., add 1 vech. (4t).

Y 12/4/6.—**Calder Valley Transport Co., Ltd.**, Halifax, A var., add 4 vech. (16t).

Y 12/4/7.—**H. Brook (Motor Engineers), Ltd.**, Huddersfield, A var., add 1 vech. (3t) on contract A lic.

Y 12/4/8.—**A One Transport (Leeds), Ltd.**, A var., add 6 vech. (36t).

Y 12/4/9.—**Barber Road Services, Ltd.**, Sheffield, (1) A var., add 2 vech. (9t) (2) new B lic., 1 vech. (40) collection and delivery within 30 miles.

Y 12/4/10.—**C. Hellowell, Ltd.**, Sowerby Bridge, A var., add 1 vech. (4t).

Y 12/4/11.—**Wm. Cooper (Haulage), Ltd.**, Wath-on-Dearne, A var., (1) add 1 vech. (6t); (2) add 1 vech. (60) for maintenance purposes.

Y 12/4/12.—**Collingwood Haulage Co., Ltd.**, Hull, new B lic., 1 vech. (3t) collection and delivery within 25 miles for trunk services.

Y 12/4/13.—**Flowerdown Road Haulage, Ltd.**, Hull, new B lic., 1 art. (5t) collection and delivery within 6 miles and to and from Brough, Elloughton, Welton, Cottingham and Beverley for own A lic. services.

Decisions

Y 1/2/9.—**Eastbrough Bros., Ltd.**, Hull, A var., add 1 tanker for maintenance, granted. Y 18/1/4.—A var., add 1 art., tanker, granted.

Y 4/1/7.—**Link Road Transport (Hull), Ltd.**, A var., add 1 vech. for maintenance, granted.

Y 12/10/1.—**Barchards Transport, Ltd.**, Hull, A var., 1 art. granted on surrender of A/8 lic.

Y 9/11/4.—**Ackworth Transport Co., Ltd.**, A var., add 2 arts. for maintenance, granted.

Y 21/12/2.—**Harrison's of Dewsbury, Ltd.**, A var., add 4 vechs., maintenance, 3 vechs., granted.

Y 9/11/8.—**Carbrook Transport Co.**, Swallowfield, A var., add 1 vech., granted.

Y 7/12/1.—**A. H. Hall**, Delph, new A lic., 1 low-ldr., withdrawn.

Y 7/12/6.—**R. Naylor**, Liversedge, A var., add 1 vech., granted.

Y 18/1/1.—**Goodall Bros.**, Halifax, A var., add 1 vech., granted.

WEST MIDLANDS

Decisions

WM 2/2/3.—**W. H. Hodges, Ltd.**, Wolverhampton, A var., add 1 vech., withdrawn.

WM 2/2/1.—**W. T. Aldridge and Son, Ltd.**, Wolverhampton, new A lic., 1 vech., granted.

WM 2/2/5.—**A. G. Wood**, Walsall, new B lic., 1 van, refused.

WM 23/2/4.—**I. L. Ewers**, Birmingham, new B lic., 1 vech., granted.

EAST MIDLANDS

Decisions

EM 28/12/8.—**J. T. Hunt (Worksop), Ltd.**, A var., add 1 maintenance vech., granted.

THE COMMERCIAL MOTOR

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c., cwt.; g.r., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats, materials; N.U., normal user; S.T., special type; t., tons; T., tipper; trl., trailer; var., variation; wh., wheels.

EASTERN

Decisions

E 12/12/10.—**J. and D. Tibbett**, Doddington, B var., withdrawn.

E 31/10/4.—**F. J. Brown**, Gorefield, new B lic., withdrawn.

E 28/12/9.—**Oliver Scar, Ltd.**, Old Buckenham, new B lic., 2 vechs., withdrawn.

E 12/12/7.—**S.P.M. Caravans, Ltd.**, Thetford, new B lic., 1 vech., granted with amended conditions.

E 12/12/6.—**S. Gray**, Attleborough, new B lic., 1 vech., refused.

E 9/1/4.—**Colne Valley Timber Co., Ltd.**, Greenfield, new B lic., 6 vechs., granted with amended conditions.

E 28/12/5.—**R. H. Wood**, Wisbech, new B lic., 4 vechs., granted.

E 28/12/4.—**C. Gray**, Outwell, new B lic., 2 vechs., granted.

E 12/12/8.—**N. B. Sanders**, Peterborough, new B lic., 1 art., 2 trls., granted.

E 28/11/4.—**K. Thomas**, Guyhirn, A var., add 1 art., granted.

WESTERN

Applications

W 11/4/1.—**Miles and Abay, Ltd.**, Bawdrip new A lic., 3 vechs. (19t 3c) 2 trls (4t 8c) mainly livestock, agric. produce and requisites; normally within 200 miles. Now on B lic.

W 11/4/2.—**S. and R. M. Pickles**, Falmouth, new A lic., 2 vechs. (12t 16c) includes 2 containers (5t); meat in refrigerated containers, G.B.

W 11/4/3.—**P. L. Haynes**, Ilfracombe, new A lic., 1 van (13c) miscellaneous light weight goods, North Devon.

W 11/4/4.—**R. G. Witcombe**, Evercreech, A var., add 1 vech. (4t), mainly livestock in Somerset, Dorset and Wiltshire; agric. goods and requisites packed and bottled goods; normally within a radius of 200 miles.

W 11/4/5.—**F. Tucker**, Exeter, A var., add 1 T (40) for maintenance purposes.

W 11/4/6.—**D. Screen and D. C. O'Hara**, Cheltenham, new B lic., 2 T (6t 8c) coal and coke; Derby to Bristol.

W 11/4/7.—**S. D. L. and R. A. C. Mountain**, Cirencester, new B lic., 3 T (12t 9c) agric. lime and quarry mats, within 100 miles.

METROPOLITAN

Decisions

M 21/12/4.—**Margaret Transport and Clearing House, Ltd.**, Grays, new B lic., 4 vechs., refused.

M 12/10/11.—**Sutton and Sons (St. Helens), Ltd.**, new B lic., 2 vechs., collection and delivery, granted with 25 miles radius.

M 4/1/8.—new B lic., 1 vech., refused.

M 25/1/10.—**Herberts (Islington), Ltd.**, new B lic., 2 vechs., withdrawn.

M 30/11/3.—**Home Counties Plant Hire, Ltd.**, Ilford, A var., add 10 vechs., 6 granted.

M 1/2/3.—**McNair, Vinton and Co., Ltd.**, Swansley, new B lic., 1 vech., refused.

M 11/1/6.—**R. P. Haulage, Ltd.**, E.I. new A lic., 1 vech., withdrawn.

INDUSTRIAL WORK OF REFERENCE

A NEW British company, Kompass Register, Ltd., is now undertaking the compilation and publication of what is claimed will be one of the most ambitious works of reference for industry and commerce to be introduced in this country.

The *Kompass Register* will contain a detailed list of the products of all sections of British industry. There will also be a section giving full information about the companies concerned, and details of commercial services.

It is estimated that the first British edition will contain detailed information concerning approximately 25,000 firms employing 50 people or more.

Can Cardiff's Confidence



ON financial and operational grounds there appears to be no reason why Cardiff Corporation should not continue and even, perhaps, further develop its trolleybus system, especially as most of the current vehicles and much of the equipment are not near the end of their life. But there is one very cogent reason why this may not happen. They claim a certain amount of difficulty in obtaining suitable replacement vehicles. There are only two suppliers—B.U.T. and Sunbeam. If this were not so there can be little doubt that this well-run system could be expected to continue for many years. It will be a great pity if the trend away from trolleybuses elsewhere forces Cardiff Corporation's hand and leads eventually to abandonment.

As recently as 1955 Cardiff showed its confidence in the trolleybus when on May 8 of that year, it extended the Victoria Park line to Ely, thus adding 4.3 route miles to the electrical system. Motorbus routes 27A and C were withdrawn and replaced by trolleybuses 10A (Wood Street-Green Farm Road, out via Grand Avenue, returning via Cowbridge Road) and 10B, which works the other way round.

Full Trolleybus Service

This meant that practically the whole service to Ely was turned over to trolleybuses, as 10B gives a 7-minute peak and 10-11-minute off-peak service, and 10A a 17-18-minute service, compared with five journeys a day on 27 to St. George's and an approximately hourly service on 27D which serves both Cwrt-yr-ala Road and Culverhouse Cross. The Heol Trelai service, 27B, on which there is a 12-minute headway, only covers part of the Cowbridge Road and does not run into the city but feeds the trolleybuses at Victoria Park.

The conversion of the Ely route called for an additional 13 trolleybuses but 16 motorbuses were taken off and used to replace obsolete vehicles elsewhere. There was a net reduction in the total fleet as a result.

818

One of the 79 trolleybuses operated by Cardiff Corporation at work in the heart of the city.



The first of Cardiff's low height, six-wheel, A.E.C.-English Electric trolleybuses introduced in 1942. Bodywork is by Northern Coachbuilders, of Wigan. Seating capacity is 70. Originally finished in grey, the bus is now painted in the Corporation's standard crimson.

When Cowbridge Road was widened in the '20s much of it was laid out with a central reservation for trams but the extension was never made. The reservation, however, came in handy for laying the trolleybus cables.

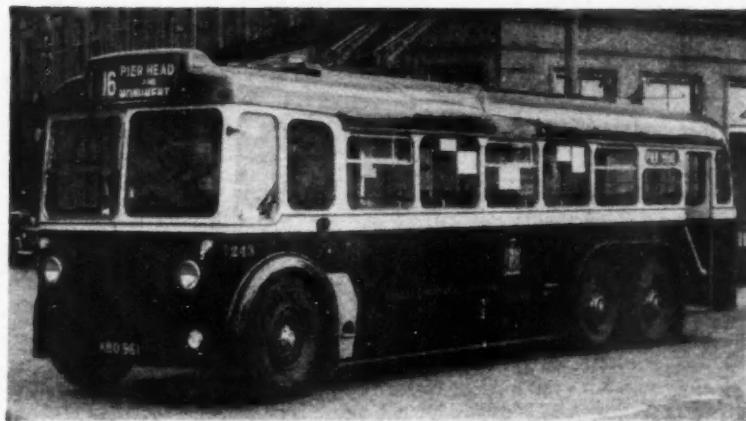
The electric service has been popular and successful. From April 1 to December 31, 1960, its receipts per bus-mile were 52.37d. Although this was not the highest on the system it was well above the average for all trolleybus routes of 47.93d., and particularly good in view of the mainly suburban area served, with little off-peak traffic.

The original introduction of trolleybuses into Cardiff resulted from a complete change of policy after tram

in Trolleybuses Continue?

The General Trend is Away from Trolleybuses, But in the Welsh Capital a Well-run, Financially Sound Fleet Works Hand-in-hand with Motorbuses, and Could Feasibly Develop Further in the Future

by Charles S. Dunbar
M. Inst. T.



(Above) A 72-seater introduced into the Cardiff operation in 1950 for the Ely extension detailed here. The bus is of B.U.T. make with G.E.C. equipment and the body is by East Lancs Coachbuilders. (Left) Low bridges—eleven in 18 route miles in one case—necessitate the use of single-deckers on some routes. This B.U.T. with G.E.C. equipment is a 38-seater operating on the Pier Head stage.

conversion had begun. The Corporation bought and converted the undertakings of two horse-car companies in 1902 and built several new routes and extensions between then and 1928. Operation was easy except for one thing: on a maximum route mileage of just over 18 miles there were no fewer than 11 low bridges. As a result some routes had to be worked by single-deckers.

Mainly for this reason, and partly because of light loadings, the Cathays route via Salisbury Road (one of the single-deck routes) was not relaid at the end of its track life but replaced by petrol buses in 1930. Early experience with a variety of oil engines convinced the Cardiff management of their economy and reliability, so that it was not surprising that another single-deck route—Clive Street, Grangetown to Roath Dock, Splott—was turned over to motorbus operation in 1936.

Behind the Decision

At this time, the effects of the great depression were still being felt in South Wales and there was strong agitation against the use of imported fuel when many miners were almost starving. This attitude, coupled with the great advances made by the trolleybus elsewhere, led to the decision in 1939 to convert the whole of the remaining tramways to trolleybus working as the assets became worn out.

The war delayed matters and it was not until March 1, 1942, that the first trolleybuses were introduced between

Wood Street, in the city centre and Clarence Road, Grangetown. The conversion was not finally completed until February 20, 1950, when the last tram ran between Whitchurch Road and St. Mary

Street. All trolleybuses are now garaged at the former tram depot in Newport Road, where an interesting feature is a specially-adapted Essex washer which works through gaps in the overhead.

Cardiff Corporation Transport Department Trolleybuses

Year ended March 31	Total Income P.B.M.	Net Result: Profit + or Loss — £	% Working Expenses to Income	No. of Vehicles in Stock
1951	28.92	-25,625	-2.92	93.79
1952	34.74	+5,286	+0.58	81.63
1953	37.30	+15,897	+1.82	80.30
1954	36.88	-1,285	-0.15	84.56
1955	39.16	+1,828	+0.22	83.47
1956	39.88	+18,105	+1.70	82.00
1957	44.34	+40,430	+3.69	79.72
1958	44.93	+19,025	+1.75	85.09
1959	43.81	+5,435	+0.50	89.02
1960	46.62	+33,173	+3.08	85.98

Motorbuses

	Total Income P.B.M.	Net Result: Profit + or Loss — £	% Working Expenses to Income	No. of Vehicles in Stock
1951	22.75	-24,664	-1.05	98.70
1952	26.38	+35,009	+1.49	88.51
1953	27.19	+4,750	+0.19	92.97
1954	27.50	+8,306	+0.33	91.33
1955	28.73	+29,072	+1.10	89.13
1956	29.90	+786	+0.03	92.67
1957	32.31	+4,629	+0.19	91.76
1958	32.47	-3,696	-0.14	93.14
1959	32.74	-3,635	-0.14	93.76
1960	35.12	+55,052	+2.09	87.84

To start the services, 10 70-seater A.E.C.s with E.E. equipment and Northern Counties bodies were bought. The next purchase (in 1947) was of seven second-hand 32-seaters from Pontypridd for the Bute Street route, but these were replaced two years later by five new B.U.T. 38-seaters. In the meantime 50 B.U.T. 67-seaters had been bought to complete the conversion and to enable the Newport Road line to be extended to Clydesmuir Road, Pengam. These had G.E.C. equipment; 40 of the bodies were built by East Lancashire Coach Builders and the remainder by Bruce Coachworks, Cardiff, under licence from East Lancs. Finally came the 13 72-seaters for Ely, plus another single-decker as a reserve.

All Six-wheelers

All trolleybuses so far put into service are six-wheelers, but, as the additional axle is no longer legally necessary, the six new 72-seaters now on order will be of the two-axle type. The older vehicles all have front exits, as the introduction of trolleybuses coincided with the start of a flat-fare and passenger-flow experiment.

The flat fare was also introduced on the trams and on certain motorbus routes, and to enable this to be done the cross-city routes were broken into two parts. The experiment was abandoned in 1950-51, Ultimate tickets were introduced and the through services were restored. The front exits are not now used.

Current for traction is taken from the South Wales Electricity Board and passes through sub-stations at Kames Road (for the east side of the city), Wood Street (centre) and "Highmead," Cowbridge Road (for Ely). In the engineers' office at headquarters are a remote indicator and control unit to give visible and audible indication of tripped circuit breakers in sub-stations, and to provide remote control for the mercury-arc rectifiers. There is also a short-wave radio transmitter for communication with the tower-wagon staff.

Immediate Profit

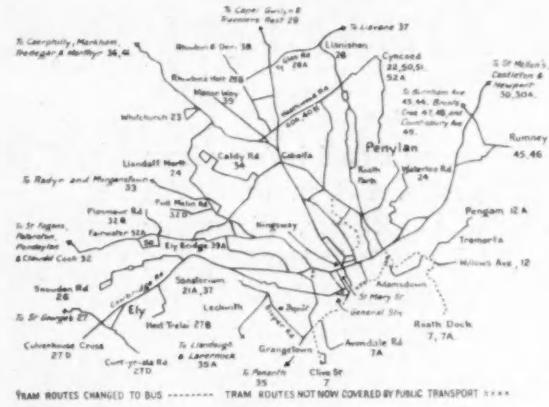
The trolleybuses made a profit of £11,718 in their first year of operation (1942-3), but as no loan charges were payable, this year ought to be ignored for comparison. The table on the previous page starts with the first complete year in which no trams were running. It will be seen that, after the payment of all charges (including rates on the overhead), and with less than half the number of vehicles, the trolleybus fleet has made a total net profit of £113,269 in the last decade, compared with a total of £105,609 for the motorbuses.

There are four reasons for this. Firstly, although, like all large towns, Cardiff has expanded on its outskirts, there is still much the same concentration of passenger traffic on the old tram routes, which, for the most part, are now served by trolleybuses.

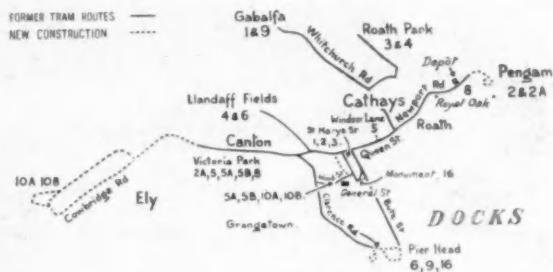
Comparative Figures

This is emphasized when one looks at the bus receipts for the nine months ended December 31, 1960. Ignoring the few journeys on service 16, when motorbuses worked instead of trolleys and earned 60.07d. per bus mile, the top figures were 51.08d. for 7A (Roath Dock-Avondale Road) and 48.12d. for 7 (Roath Dock-Clive Street). These figures are particularly interesting as 7 is the former single-deck tram route referred to earlier, and 7A is a variation at the Grangetown end which takes up some passengers who would otherwise travel on the Clarence Road trolleybuses.

The average for all motorbus routes in the same period was 37.23d. This figure is so much less than the overall trolleybus average of 47.92d., largely because of the more rural nature of many of the motor runs. It must be



The extent of the Cardiff operation is indicated by these two route maps. Above is shown the motorbus operation and, below, the trolleybus routes.



remembered that Cardiff not only runs outside the city boundary in its own right, but also participates in the lengthy services to Newport, Tredegar and Merthyr. In the period under review these services earned 27,68d., 30.06d. and 21.20d. per bus-mile respectively.

Passengers on these and other out-boundary and suburban services have the advantage of a lower charge per mile than those on the shorter city journeys. The average rate charged on the motorbuses for adults is 1.76d. per mile and on the trolleybuses 2.30d. The fourth reason for the more favourable trolleybus results is the declining amount paid in loan charges on the electric vehicles since 1955.

Costs Higher

Trolleybus costs, excluding loan charges, are about 25 per cent. higher than those of the motorbuses, but this is more than covered by the higher earnings.

It is interesting to note that while power expenses for both forms of traction have risen by about the same percentage during the decade, repairs and maintenance on the trolleybuses have increased by 55 per cent. (comparing 1960 with 1951) against the motorbuses' 17 per cent. increase. The reason for this is not easy to see unless it is connected with the relative ages of the fleet and the use of six-wheeled trolleybuses. Certainly in the year ended March last, the working expenses of the motorbuses were £14,769 lower than estimated, largely because new vehicles reduced the estimate repair costs by £8,639.

The future of the system, however, as indicated earlier, would seem to depend to a considerable extent on the question of replacement as on overall operating economics, particularly in view of the length of time many of the units have been in service. Undoubtedly this is a factor that has hit hard at other trolleybus operators in the fairly recent past. Will Cardiff overcome it?

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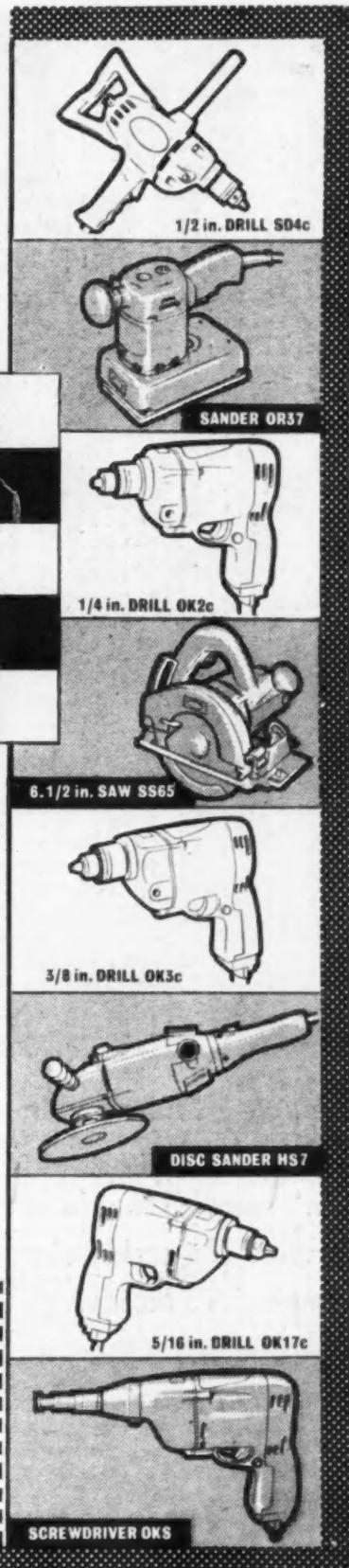
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THIS IS THE SIGN TO LOOK FOR

622

Passenger Pastry gives soothing advice to Mechanic Pastry, swinging on the starter of a 1903 De Dion-Bouton from the Montagu Motor Museum. This single-cylinder, 6 h.p. Model Q was driven on last year's Brighton Run by Reg Pound.



COMMENTARY

by JANUS

CROSS QUESTION

HOW much progress is being made by the advocates of a Channel Tunnel is difficult to estimate. Their chief advantage is that they form a united pressure group, whereas the opposition is feeble and disunited. One or two military experts still shake their heads over the danger of an invasion through the tunnel in time of war; and the other main objection seems to be based on a mystical conception of the special virtues that Britain derives from being exclusive, a precious stone set in the silver sea. Apart from arguments of this kind, the tunnel has everything its own way.

Whether or not it is a good idea, many people are likely to be affected besides those who wish to build it. These other interests, if they took the trouble to consult with each other, might find they had many opinions in common and that not all those opinions are in favour of the tunnel. As it is, various road organizations have raised objections and one may take it for granted that ship owners and airlines are among the opposition. They have made no attempt to co-ordinate their views.

Road operators cannot be altogether easy in their minds. If a tunnel is built, all the evidence points to the fact that only trains will be allowed or able to use it. The cost of a road and rail tunnel combined would be substantially greater than that of a railway tunnel alone, and in any case the ventilation problem would be formidable for vehicles using liquid fuel. Most of the schemes produced for a tunnel emphasize that trains could be run frequently enough to take all the traffic likely to be offered and that cars, buses and lorries could easily be ferried under the Channel on flat trucks.

THE assumption appears to be that, once a tunnel is available, very little traffic will wish to cross by sea and there may be a decrease in the demand for services by air. This result is almost necessary for the success of the tunnel. It would hardly be fulfilling its purpose if the public continued to use the traditional routes.

Estimates vary of the volume of traffic that would cross the Channel if a suitable method were available. The study group that reported a year ago calculated that about 14m. vehicles would be making use of a rail tunnel during the year 1980. A more recent investigation by the Union Routière de France into the possibility of a bridge was even more confident and put the number of crossings a year by 1980 at nearly 7m., practically all the vehicles being private cars, although the total included 138,000 goods vehicles and 30,000 coaches.

Nowhere does any serious consideration appear to have been given to the problem of the approach roads. In spite of the large number of ports in Britain there are constant complaints (led by road operators it would seem) that vehicles are being held up, not merely in the docks but in the roads leading to them. The Minister of Transport has recently set up a committee, under the chairmanship of Lord Rochdale, to look into this problem among other things. It might be necessary to multiply several times over the congestion at the approaches to an average port in order to get some idea of what the situation would be like if a large proportion of the traffic to the Continent were funnelled into the opening of a fairly narrow tunnel.

At the other end the situation would be duplicated, with another possible disadvantage. All traffic using the tunnel

would have to pass through France. There is no guarantee against the danger that, as they have done in the past, the French might place a tax on all goods entering the country, whether in transit or for a French consignee. The possibility cannot be ignored while Britain remains outside the Common Market. If the tunnel is a complete success and captures virtually all the available traffic, there may be no alternative for many people wishing to send to the Continent. They would be very much in the hands of the French, who could moreover exercise a similar tight control over people with traffic for Britain.

AYEAR ago the study group put the cost of building a rail tunnel at £109m., and there would certainly be other expenses such as the cost of the approach roads. It was also clear from the group's report that the Government would have to finance the British share of the cost of construction, although the operation of the tunnel would be in the hands of the railways. Road operators might reasonably ask whether the money could not better be spent in other directions.

The Continental ferry service has made a promising start. The number of trips and of vessels has increased, and journeys are now made alternately to Antwerp and to Rotterdam. If there is money to spare for fostering links with the Continent, it might be better spent on enlarging the present services or providing alternative routes. New methods of propulsion, such as the Hovercraft, may revolutionize cross-Channel traffic and render a tunnel obsolete almost before it has had a chance to prove its value.

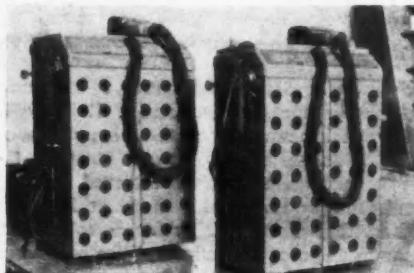
If the railways are to have control of the tunnel, the danger of obsolescence is even greater. Railways in most countries are losing money, and there is no reason why a rail-dominated tunnel should be an exception, even if originally it may seem to have achieved some success. Trade and industry may feel inclined at first to let the railways have their Continental traffic, since this procedure will appear to avoid complications. Whether the railways will be able to handle the traffic that is offered to them is another question. The journey through the tunnel may be straightforward. There is still the task of getting the goods to the tunnel entrance or of distributing them when they reach this country.

THE figure of £109m. suggested by the study group as the cost of a rail tunnel was apparently regarded by them as the maximum that the Government were likely to provide. This is a false argument. If a thing is worth doing at all, it is worth doing properly. Something like twice the amount would be needed for a bridge, but the resulting structure would provide services by both road and rail, and in the view of French road operators could also be used to carry telecommunications and pipelines.

Few people doubt that engineers now have the skill and the equipment to build either a tunnel or a bridge. The physical link with the Continent may become almost a necessity if the political and economic links are sufficiently strengthened. British operators should make up their minds well in advance where their preference lies. There is little doubt that they would come down in favour of a bridge in spite of the probable extra cost.



One of the new Dodge four-wheelers recently put into service loading aggregates at a Streeter site.

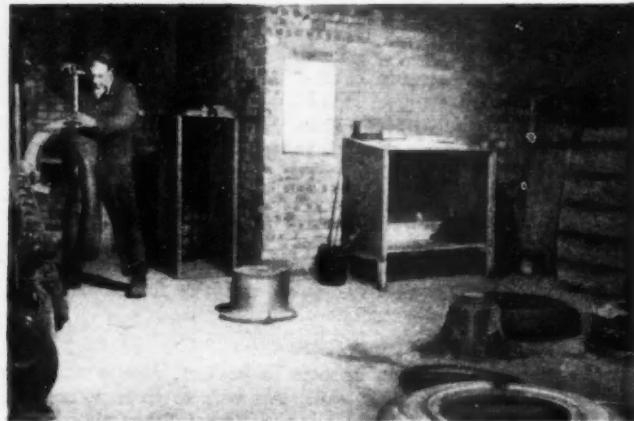


Compactness of the Pye equipment as installed in Streeter's vehicles is seen in this picture of sets removed for servicing.



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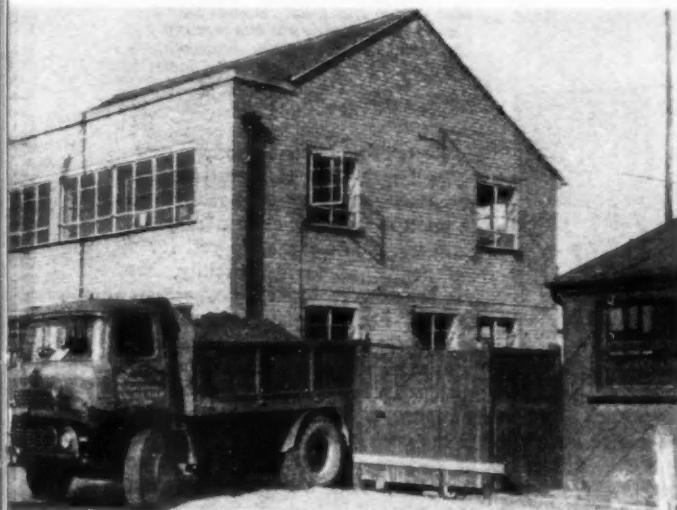
(Below) The Streeter fleet is controlled by radio from a corner of the traffic office. As can be seen here, the equipment is neat and simple.



(Above) This modern tire servicing shop with electronic vulcanizing equipment forms part of the new workshops. Streeters do all their own tire work.



(Left) Each Streeter executive has a two-way radio installation in his constant contact with office and fleet. General manager Mr. Leonar shown here. (Above) The Streeter fleet is exclusively Dodge. (Right) makes contact with headquarters for further orders



(Left) The new headquarters at Leslie Park Road, Croydon. A corner of the old premises can be seen on the right.

ONE imagines that the installation by a road-haulage concern of something as up to the minute and as expensive as a short-wave two-way radio system presents much the same situation as the average individual finds himself in when buying a first car. It is costly and complicated, somewhat strange, and perhaps a bit of a gamble. The plunge takes rather a lot of making. But in a very short time the motorist finds himself in the situation where almost no extremity would force him back to foot-slogging. He hardly missed it while he didn't have it; in no time at all he wonders how he ever got by without it.

Certainly this is the case with the Croydon, Surrey, Henry Streeter Group of companies. Founded originally in 1861 by a Mr. Henry Streeter, who supplied building materials to site with horse-drawn tipper carts, the company today is one of the larger producers and distributors of aggregates serving greater London. The installation of a Pye system of two-way radio throughout the fleet and its ancillaries is one of the most interesting developments in the rapid expansion of both the company and of its scale of operation over the past six years. And, although it has at the moment been in service something short of a year,

Radio Raises Tipper Fleet Efficiency

by Kenneth Bowden

Two-way Radio Control of All Vehicles is a Valuable Development in the Rapid Expansion of a Progressive London Sand and Ballast Contractor

the system looks like playing a big part in future expansion. As a passport to fast and economic operation of vehicles, and to site and customer contact, especially of the "crisis" type, Streeters believe there is nothing to rival the radio link-up.

Provision of exactly the right service at exactly the right moment is a prerequisite to survival in the hard, highly specialized and intensely competitive business of supplying building materials to site. In London, and particularly on major works such as the Hyde Park Corner Improvement Scheme (one of a number of big projects on which Streeters are engaged), the problems are immense. A mishap, a mechanical failure, a wrong load, even a bad traffic block, can cost a contractor heavily, and a tipper operator a customer's goodwill, if not his business. Short-wave radio does not prevent the untoward occurring, but in the experience of Streeters and some of their competitors who have also gone over to radio, its use can considerably reduce almost any ill-effect by the sheer speed and convenience with which remedial action can be taken.

To illustrate more fully the part played by the radio system—and not only in terms of actual vehicle direction—some background to the Streeter organization will help.

Expansion over the past five or six years has been truly remarkable, and it might fairly be said to date from the day, eight years ago, when Mr. F. J. H. Green took over as managing director. The company to which he came, from a long career in the movement of sand and ballast, was a small one. Its fleet consisted of nine mostly time-expired Dodge timber-bodied tippers. The business then was simply distribution of aggregates, not their production.

Today the number of projects, large and small, in which Streeters have or have recently had a hand is impressive. Among the larger ones, in addition to the Hyde Park

p25



Mr. Hunt is
A driver



Corner scheme being undertaken by the Cubits Fitzpatrick Shand consortium, is the new B.B.C. Television Centre (Higgs and Hill, Ltd.), the Staines By-pass (Richard Costain, Ltd.), and London's new hotel, the 19-storey Carlton Tower (Sir Robert McAlpine and Sons, Ltd.), opened in January.

Perhaps the only notable link Streeters retain with the fairly recent past is an exclusively Dodge fleet. Today, however, there isn't a timber body to be seen, and instead of nine, the fleet totals at the moment 23, with new vehicles on order to bring it in the near future up to 30.

New Headquarters

The fleet, which includes six comparatively new vehicles, is operated by Henry Streeter (Transport), Ltd., a company formed in 1953. The headquarters, in Leslie Park Road, Croydon—the concern's home for 100 years—saw the completion of a new office block in 1959, and at the present time the final work is being done on a spacious, fully equipped, three-pit workshop, in unit with a tyre bay and modern stores and records office. Concreting of the yard and removal of the relics of tipper-cart days in the near future will complete a base as efficiently modern as that of any concern of comparable size.

The Streeter transport staff are anxious to stress that Mr. Green is essentially the driving force behind this six-year rebuilding revolution, and the "go-getter" whose work-winning has made it possible. Similarly, no doubt, he is the power behind the quarrying enterprise into which the group entered some 18 months after the inception of the transport company, with the formation of Henry Streeter (Sand and Ballast), Ltd. The first pit, at Wraysbury, near Staines, was bought and began operating in 1955. In 1959 there was a further expansion when Henry Streeter (Sunbury), Ltd., was formed to develop a new 80-acre site at Sunbury-on-Thames, Middx. These two pits are now capable of producing over 500,000 cu. yd. of aggregates a year, and negotiations are currently proceeding for the purchase of a third site.

As stated, the current fleet of 23 vehicles are exclusively Dodge units, and there is similar standardization in the bodywork and tipping gear, most vehicles employing Pilot bodies and all utilizing Pilot tipping gear. Capacities are 5, 6, 7, 8 and 10 cu. yd., and the larger vehicles are among the newcomers to the fleet—two 8-ton forward control six-wheelers incorporating the York trailing axle, fitted with Pilot U-shaped alloy end-tipping bodies and Pilot

An overhead view of the new and up-to-date workshops at Croydon. Vehicles are serviced on a one-a-day basis.

One of the two 8-ton forward-control six-wheelers recently put into service by Streeters. These vehicles incorporate the York trailing axle, with Pilot bodies and tipping gear.

U9/S twin-ram underbody gear.

The larger vehicles, including the new six-wheelers, are used mainly on big contracts. Work around London, where site conditions often call for a high degree of manœuvrability, has been found to require short-wheelbase vehicles. For this purpose four 8-ton forward-control Dodges have recently gone into operation, and more are on order. These are powered by the Cummins 354-cu.in. direct-injection

oil engine introduced at the last Commercial Motor Show, and are equipped with all-steel stitch-welded end-tipping bodies of 7-cu.-yd capacity and Pilot U2 underbody gear.

As with most operators engaged in high-intensity tipping work demanding maximum use of the fleet and precise scheduling and timing, Streeters have always believed that it pays to standardize to the maximum in vehicles. Standardization offers big advantages in terms of replacements and additions to the fleet, and in the fullest employment of drivers. But perhaps the major benefit comes in maintenance and repair. Three mechanics are engaged full time at Croydon, where the servicing schedule is one vehicle a day. Each mechanic is 100 per cent. at home with Dodge and Pilot units, the foreman having had extensive training and long experience in these types. Consequently there is no "learning as we go," as often happens in the workshop of a variegated fleet. It is interesting also that Streeters do all their own tyre servicing, vulcanizing equipment having paid for itself in a matter of months. Most of the fleet currently runs on Firestone tyres, but experiment is being made with Goodyears.

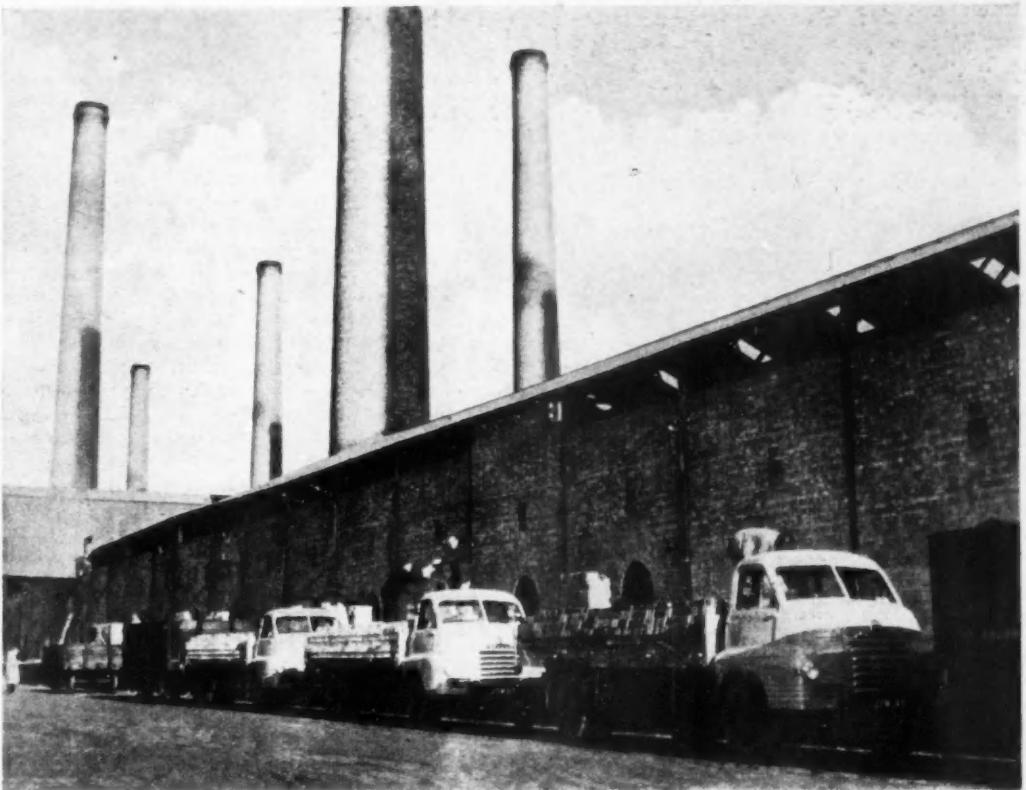
Modern Approach

It will be apparent from the foregoing that the Streeter organization is of a kind able to take the fullest advantage from a development such as two-way radio for control of its operations. The fleet and its ancillaries are modern, and so is the thinking of the people who control them. Business, although not "easy"—it is never that—is good, and is being energetically expanded.

(Continued on page 385)



CASTROL INDUSTRIAL OILS



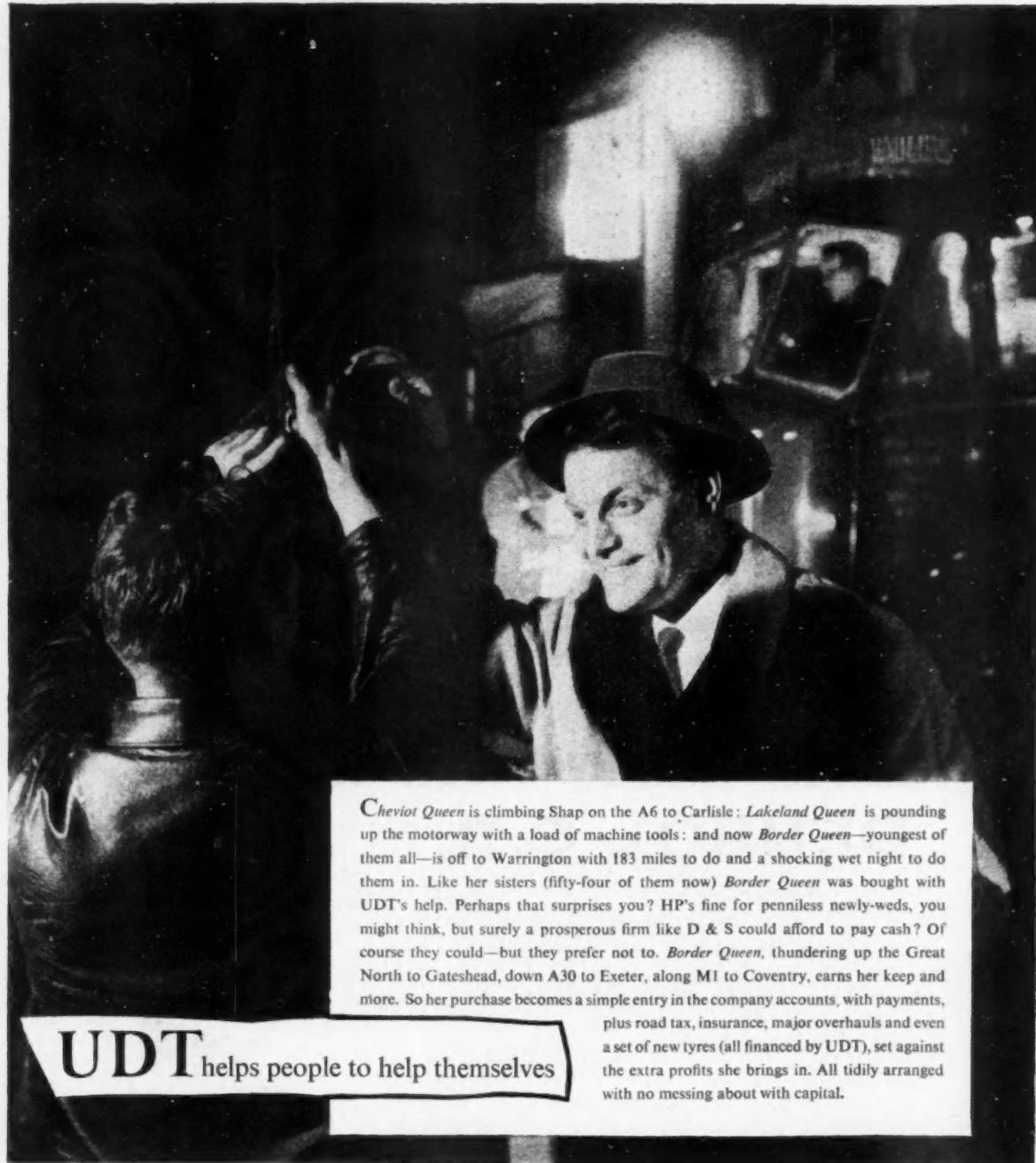
Marston Valley Brick Co. Ltd. use DEUSOL C.R.

The Marston Valley Brick Co. Ltd. of Marston, Bedfordshire, are one of the largest brick manufacturers in the world. Deusol C.R. is used because they have proved that diesel engines run best, and run dependably all the time, on this well-known Castrol Industrial product. Marston Valley lorries using Deusol cover hundreds of thousands of miles with a minimum of engine maintenance. Could your business benefit from such reliable lubrication?



Harry Dimmock buys a Queen

(*Dimmock & Seal, Hauliers*)



Cheviot Queen is climbing Shap on the A6 to Carlisle: *Lakeland Queen* is pounding up the motorway with a load of machine tools: and now *Border Queen*—youngest of them all—is off to Warrington with 183 miles to do and a shocking wet night to do them in. Like her sisters (fifty-four of them now) *Border Queen* was bought with UDT's help. Perhaps that surprises you? HP's fine for penniless newly-weds, you might think, but surely a prosperous firm like D & S could afford to pay cash? Of course they could—but they prefer not to. *Border Queen*, thundering up the Great North to Gateshead, down A30 to Exeter, along M1 to Coventry, earns her keep and more. So her purchase becomes a simple entry in the company accounts, with payments, plus road tax, insurance, major overhauls and even a set of new tyres (all financed by UDT), set against the extra profits she brings in. All tidily arranged with no messing about with capital.

UDT helps people to help themselves

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Nevertheless, the outlay of a large capital sum on installation of a radio-control system, and a weekly charge per set for its use, is something that requires very careful balancing against what its effect is likely to be in terms of increased income. The initial outlay in this case was about £3,000, and the weekly operating cost per vehicle is approximately 30s. per set. Streeter's equipment is supplied and serviced by the Pye organization. There is a main control room at the Croydon headquarters, presided over by the transport manager, Mr. M. Baldwin, and each vehicle is equipped with an unobtrusively fitted set and headpiece, powered from the vehicle battery. Technically the main problem arises in mounting the sets so as to withstand the vibration and shocks arising from a tipper's normal work. Rubber mounting to the rear cab panel is the method chiefly used.

Maximum range is officially 25 miles radius from Crystal Palace, the transmitting point to which the Croydon control room is connected by landline, but adequate contact has been made in excess of 30 miles.

A Snag

Although the mechanics of the system are a Pye responsibility, the operating frequency is controlled and allocated by the G.P.O. In Streeter's case a frequency is at present shared with a number of other networks, and the variable interference resulting from this is one of the few snags encountered to date.

What are the advantages? To begin with, the main purpose of the system and its major advantage lies in the immediacy and precision with which the movements of every vehicle, driver and job can be checked and directed. There is hardly need to enumerate examples. It is probably sufficient to say that, from 7 a.m. in the morning, when the fleet is generally well about its business, until 5 or 6 p.m. in the evening, the movements of every vehicle and the progress of every job can be ascertained simply by calling up the driver. Suffering as most tipper operators do today from sometimes inexperienced drivers, Streeters find the radio system a wonderful replacement for any kind of service-recorder, and one that isn't likely to be "interfered with," nor which causes the resentment and malcontent which other devices sometimes do.

Another major advantage of the system has been found in the facility it provides for direct contact with site officials in the event of a query, dissatisfaction, or a wrong load. If the driver is not able to solve the problem, he is able to invite the site man to discuss it directly with the headquarters staff by radio.

Breakdown Service

Yet another advantage, and an obvious one, occurs in the event of breakdowns (the two service vans are currently due for fitting with two-way sets). As soon as anything goes amiss, drivers can make immediate contact with the maintenance men, describe their location and symptoms, arrange with the transport manager what action should be taken regarding the jobs they are on, and generally save everyone concerned a great deal of time and effort. Unfortunately, this facility did not stop Streeters recently having a damaged transmission due to a driver not recognizing that something had gone astray in the rear axle, and driving all day with a faulty crown wheel! Generally, however, it works extremely well.

Yet another advantage, and this time not so obvious perhaps, is the increased efficiency of the executive staff through the fitting of sets in their cars. Each of them is able to go about his business secure in the knowledge that there will be a direct and immediate contact from headquarters should his services be required. Further-



Streeter vehicles have been heavily engaged on the Hyde Park Corner development scheme, a job where radio-control has proved of great value.

more, should a customer call the head office for information or assistance, perhaps an urgent pricing, even in the absence of a qualified man in the office a call over the radio to the particular executive concerned will provide a rapid, custom-catching answer.

This is of particular value to Streeter's general manager, Mr. Hunt, and to the transport manager, Mr. Baldwin, who are able to remain in direct contact with every operation at all times, wherever they may be—even to solve one problem while on the way to disentangle another.

Personal Experience

I had personal experience of how well this works as my introduction to Streeters when calling to prepare this article. Mr. Hunt and I had somehow confused the times of my appointment and he was out. Without delay we were able to apologize to each other, and to decide what was to be done about it!

There are, of course, many other benefits, minor and major, to be had from radio control, as proved by the number of concerns in and out of transport who have adopted it. But as a general impression I would say that the big advantage is the highly intensified working capacity brought about by direct and positive contact with all aspects of the job. It would seem, in running tippers, that the first time the radio switch is thrown many problems of control and administration are virtually halved. Certainly as much can be done for far less effort administratively.

It has always been recognized that transport is one of the best customers of the G.P.O., most phases of it being conducted and controlled via the telephone. The use of radio is increasing in many industries. Could it be that transport, tipper operations in particular, will pioneer it on the broad scale?

Certainly one can envisage many instances where the application of a two-way radio-control system would benefit a road transport undertaking, and it is a fact that a number of tipper operators are now virtually dependent on the system for the volume of work they are able to handle. Undoubtedly installation and hire charges are the drawback, but these are likely to decrease as usage becomes more widespread.

“Passenger Transport in Disfavour”

General Manager Relates Current Outlook to Training and Opportunity

“**T**HERE is no doubt that passenger transport as a career has fallen into disfavour in recent years. The declining use made of public transport, the struggle to make ends meet experienced by certain sections of it, and the difficulties in obtaining operating staff all tend to make it less popular than some of the more prosperous and glamorous industries, and to have an effect upon both the quality and quantity of the entrants.” This was said by Mr. W. M. Hall, general manager at Liverpool Corporation Passenger Transport, in his paper entitled “Training and Opportunity in the Road Passenger Transport Industry,” which he presented on Wednesday at the annual conference of the Scottish Road Passenger Transport Association.

Mr. Hall considered that the road passenger transport industry as a whole, with the possible exception of the London Transport Executive, had fallen behind industry generally, both in the advertising of its opportunities as a career and in its approach to potential candidates.

“How often,” he said, “does one see advertisements, either in poster form or in the national Press, calling attention to the careers which passenger transport has to offer?” He suggested that it was very seldom, if at all.

Many of the large industrial concerns, said Mr. Hall, set great store by advertising the careers which were open to entrants to their organization, and also by their approach to students at public schools, technical colleges and the universities, either through the various appointments boards or by visits of representatives to these educational establishments. Many promising students were earmarked and “signed on” in their second year at university at quite attractive salaries.

Apprentices

So far as apprentices and junior staffs generally were concerned, the transport industry was as good as any other in providing facilities for attendance at approved courses of study, and this applied also to the practice of giving financial assistance, and, in some cases, financial rewards for examination successes. But he thought that there would be some merit in extending these facilities to employees other than apprentices and juniors, to a limited degree, on the lines now being done by some local authorities.

With regard to local training generally, Mr. Hall said that “some central body covering the whole of the road passenger transport industry might be set up on much the same lines as the Local Government Examination Board, to deal with training schemes and standards of training, it being envisaged that this body would be representative of all sections of the industry and the appropriate trade

unions, and would co-opt the services of prominent educationalists, as well as men of experience from other branches of industry.”

Consideration might also be given, Mr. Hall said, to the establishment of a training college for the whole of the road passenger transport industry on the lines of some of the colleges now provided by the nationalized industries, although he realized that there would be financial obstacles in the way of this, which would have to be overcome.

Non-Europeans

Quoting from a report which dealt with the training of non-Europeans as drivers for a large bus company in South Africa, Mr. Hall said that as a result of extensive tests carried out over a considerable period it was found that the well-tried methods of interview, and examination of previous job trends, were not efficient in the long run. Men selected for driver training were not only selected for intelligence and skill, but were also subjected to tests which gave indications of the candidate's stability, maturity, self-assurance, even-temperedness, carefulness, reliability, moderation, patience, tolerance and civic-mindedness.

Experience showed, he said, that, contrary to popular belief, accidents were largely a matter of driving experience and skill. In fact, when men were selected purely on their intelligence and driving skill, although the training results were good, no impression was made on accident results.

The results proved that the skilful driver was not necessarily the safe driver, but that the safe driver was rather the one who had the right attitude to life and to other people. It was necessary not only to test for intelligence and basic driving skills, but to test for personality also.

“It is significant,” said Mr. Hall, “that this report claims that training failures were reduced in the driving school from 60 per cent. to seven per cent. and that the wastage of staff was reduced by 40 per cent., where men selected for driving were subjected to these personality tests as well as the intelligence and skill tests. It is claimed also that the accident rate was reduced from 2.0 to 1.4 per 19,000 miles over the period of five years whilst the tests were in course.”

Mr. Hall then went on to say that in his opinion the craft or trade apprenticeships in force today should be reviewed with the object of making them less rigid and giving them a wider scope. The introduction of some form of group apprenticeship scheme in which several adjacent transport undertakings would participate would be of advantage and would benefit smaller undertakings who

could not provide such extensive facilities for training as the larger ones.

An extension of the engineering student apprenticeship training schemes would be desirable, he thought, and could provide practical engineering training for boys who had slightly higher educational standards than those required for the ordinary trade apprenticeships. This would particularly apply to grammar school and technical school boys who were largely lost in the road passenger transport industry under present arrangements.

“Regarding traffic student apprenticeship schemes,” said Mr. Hall, “there is no doubt that those operated by the B.E.T. and the nationalized groups are admirable. They have all the advantages of the large industrial organization schemes with opportunity to advance, in fact, almost a reasonable guarantee of a relatively senior post at the end of the training.

“The Municipal Transport Executive Training Scheme, although very much in its infancy, represents a new departure, which is to be encouraged. It does suffer, however, from two obvious defects in that trainees are expected to transfer from one undertaking to another, which may be some considerable distance away, entirely at their own expense. Moreover, there can be no guarantee of a suitable appointment immediately on completion of training, due to the number of separate local authorities who may be involved in the scheme. Both these factors must inevitably limit applications for places in the Municipal Scheme and some thought must be given to methods of overcoming these difficulties.”

Personnel Exchange

Apart from the recognized training schemes, Mr. Hall felt that much could be done by exchange of personnel between undertakings for a limited period of training. Often a young man was unable to gain practical experience in another branch of his own undertaking for various reasons, but could be accommodated in another organization somewhere nearby.

Mr. Hall went on to consider the purposes of all the various training schemes. He said that they should provide equal opportunity to existing members of the staff to participate, as well as outsiders, provided, of course, they reached the standards laid down, because it was only by this means that the scheme would have the full backing of everyone concerned.

In conclusion, he said that it was evident that road passenger transport offered opportunities for the young man starting out on his career, and the training schemes which are available, whilst perhaps not so comprehensive in extent, stood comparison with many of those in other industries.

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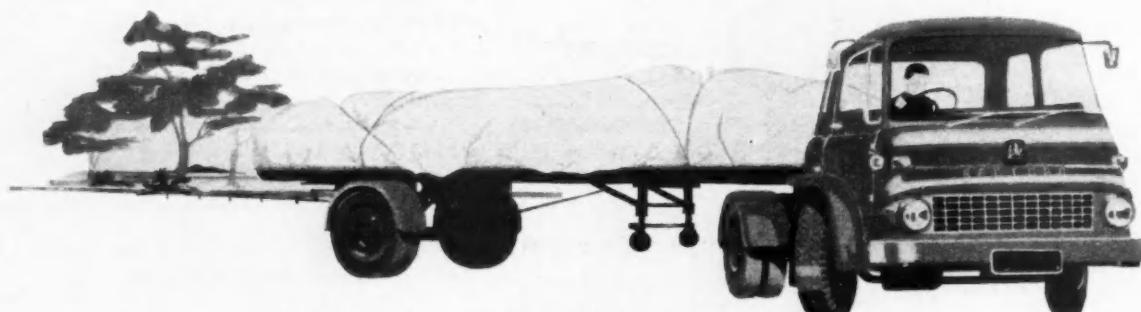
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ECONOMY SERVICE

Equipment and Publications

Hardening and Melting Furnace

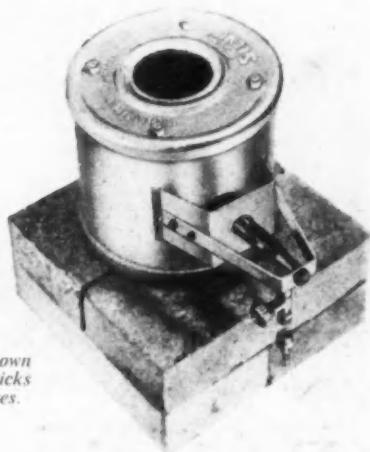
A PROPANE-BURNING furnace, the Sievert 3800, is now available in the United Kingdom from Wm. A. Meyer, Ltd., 9-11 Glenelton Road, Streatham, S.W.16.

The furnace, which is of Swedish manufacture, provides a temperature sufficiently high for the hardening of steel and it is also suitable for melting metals such as lead, brass and copper.

For hardening and similar work, the furnace is used in a horizontal position on a cast iron base, whilst for melting it is used in a vertical position.

Dimensions of the furnace, which costs £18, are 8½ in. long by 9 in. in diameter.

The Sievert 3800 furnace shown standing on a base of fire bricks when used for melting purposes.

**Cooling System Tester**

A DUAL-PURPOSE unit for the testing of all types of radiator pressure cap, and also complete cooling systems for leaks, has been introduced by A.C.-Delco, Ltd., Division of General Motors, Ltd., Dunstable, Beds.

The pressure cap and cooling system tester (part number RCT-1) is sold as a kit, with adaptors to suit all types of radiator cap and filler neck. Also supplied in the kit is a protective mitten and a wall or bench rack in which the adaptors and tester can be kept.

Net trade price of the equipment is £4 10s.

These are the Roto-Matic and Vaco-Matic windscreens washers and a product called Screen-Glo. Retail prices of the washers are £1 7s. 6d. and £2 16s. 6d. respectively.

Screen-Glo is a preparation for removing smear from windscreens. It is sold in a special container for direct application and the retail price is 4s. 3d.

Portable Hardness Tester

RECENTLY introduced into Great Britain by Industrial Instrument Services Co., Elkington Street, Aston, Birmingham, 6, is the Barber-Colman Impressor, portable hardness tester, designed for use on such materials as aluminium, copper, brass and plastics.

In use, the instrument is placed against the part to be tested and a light pressure applied to drive the spring-loaded indenter into the material. The hardness reading is indicated instantly on a graduated dial.

Three models are available: Model 934 for aluminium and its alloys, brass, copper and some of the harder plastics, costs £45 1s.; Model 935 for the softer plastics and very soft metals, costs £49 12s. 1d. and Model 936 for extremely soft materials, such as lead and leather, costs £68 5s.

Silicone Compound

A LEAFLET published by Midland Silicones, Ltd. (68 Knightsbridge, London, S.W.1), describes properties and application of their MS4 silicone compound, which is non-melting and retains a grease-like consistency from -50° C. to 200° C. In addition, MS4 is highly water-repellent and resists oxidation.

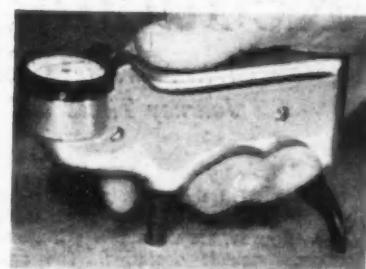
Its principal uses in transport are on ignition systems, to prevent condensation problems, as a lubricant on electrical contacts and sockets against the ingress of moisture, as a preservative to reduce hardening and cracking of natural and synthetic rubber and



The equipment shown here makes up the complete kit of the A.C.-Delco RCT-1 pressure cap and cooling system tester.

Equipment Catalogue

THE latest edition of the Motor Car Equipment Catalogue (which caters also for certain commercial vehicles) now available from Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex, includes details of three products recently introduced.



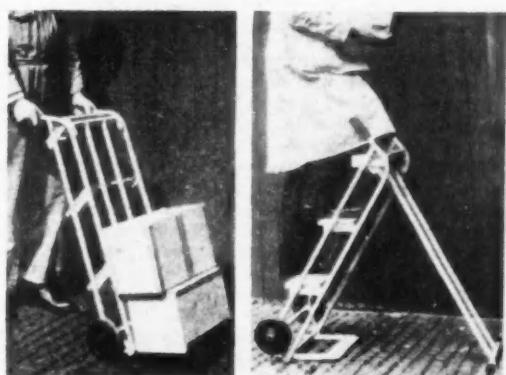
With the Barber-Colman Impressor, hardness readings are obtained when the instrument is pressed against the material being tested.

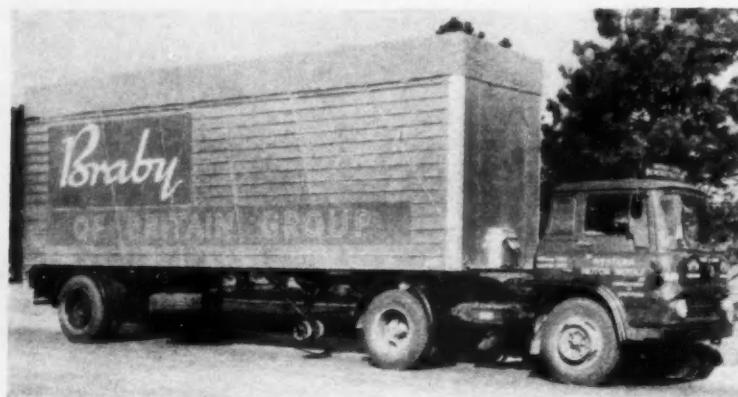
plastics, and as a preventive to corrosion on battery terminals, leads and sparking plugs.

Dual-purpose Equipment

RECENTLY introduced and marketed by Tube Plastics, Ltd., Newtown Street Works, Cradley Heath, Staffs, is a combined sack truck and step ladder. The dual-purpose unit is made of tubular steel and is converted from a sack truck to a step ladder by pushing the handles forward and swinging forward the support leg. Cost, £8 10s. in 5-cwt. form.

Conversion of the Tube Plastics sack truck into a step ladder.





This York IB2 Freightmaster was supplied recently by The Western Motor Works (Chislehurst), Ltd., to the Braby of Britain Group. It is 26 ft. long, 8 ft. 6 in. interior height, 7 ft. 6 in. exterior width, and is of 12 tons capacity. An interior-post model, the Freightmaster was supplied with an open top and is fitted with Goodyear tyres and a two-line air-braking system.

Planning for Profit

Reducing Turn-round Times

When Traffic Conditions Beyond Operators' Control are Increasing Journey Times and Costs, it is More Than Ever Necessary to Reduce Terminal Delays

MODERN traffic conditions, coupled with restrictions and bans on loading and unloading times on the public highway, are undoubtedly increasing the difficulties of commercial vehicle operation. The extent to which these difficulties add to the cost are not easy to assess, even in specific examples. In this series on March 10 an attempt was nevertheless made to give an indication of what such delays could mean to operators in terms of additional expenditure, coupled possibly with reduced revenue.

A disturbing aspect of this problem is the likelihood that traffic conditions may well worsen before any advantages to be derived from the proposed road improvement schemes can materialize. Meanwhile, with so many factors beyond his control, the operator can do little more than readjust his working schedules to meet current conditions. It is therefore imperative that standing times which occur off the public highway and therefore, under the operator's—or possibly the customer's—control, should be reduced to a minimum.

Because road transport should provide a service to trade and industry it is the operator's duty to meet the customer's requirements as far as possible in such matters as collection and delivery times. Even so, benefits to both parties can be obtained by co-operation in such matters as terminal arrangements. Unfortunately, post-war developments in some instances have tended to make such co-operation more difficult.

The increase in mass production in industry has not only obviously increased the output but also made the timing of collections and deliveries at such factories more critical. Moreover, the amount of warehousing provided has by no means kept in step with output, thereby increasing the need for punctual and regular transport services.

THESSE more stringent requirements on the transport operator have coincided with worsening traffic conditions. Also, because of the shortage and high cost of labour generally, the size and availability of loading staffs provided by the customer to assist the operator's driver tend to diminish.

This situation has undoubtedly become more prevalent in post-war years, thereby adding to the overall time taken to effect delivery. As a result, hauliers' costs are increased with no corresponding addition to the total tonnage handled. Moreover, customers in many instances have imposed restrictions on times at which collections and deliveries may be made.

A further complication for the transport operator is the effect of the increasing application of sales-drive techniques, with resulting peaks in the amount of goods to be handled. Whilst some of the largest national organizations have tried to mitigate this difficulty, by the establishment of a strategically sited chain

n36

of distribution depots, this does not always apply. In some instances hauliers themselves have overcome this difficulty by providing warehouse accommodation of their own.

Several methods exist for reducing the amount of handling involved at a terminal point or distribution centre, and correspondingly reducing the terminal time and cost involved in loading and unloading vehicles. These include some form of bulk handling where the commodity permits this, or for more varied traffic by some form of palletization. Due to the growth of large organizations some standardization in size of container ultimately delivered to the retailer or customer can be achieved. This, in turn, obviously facilitates the application of the principle of palletization.

Whilst this development is to be encouraged by road transport operators, it has to be admitted that a high proportion of the total traffic handled by hauliers, unfortunately, comes under the heading of miscellaneous, both in size and substance, for which any form of palletization or grouping of loads in the immediate future seems unlikely.

PRECISELY because many of the hauliers' loads are of a miscellaneous nature, the possibility of substantial delay in both loading and unloading is inherent.

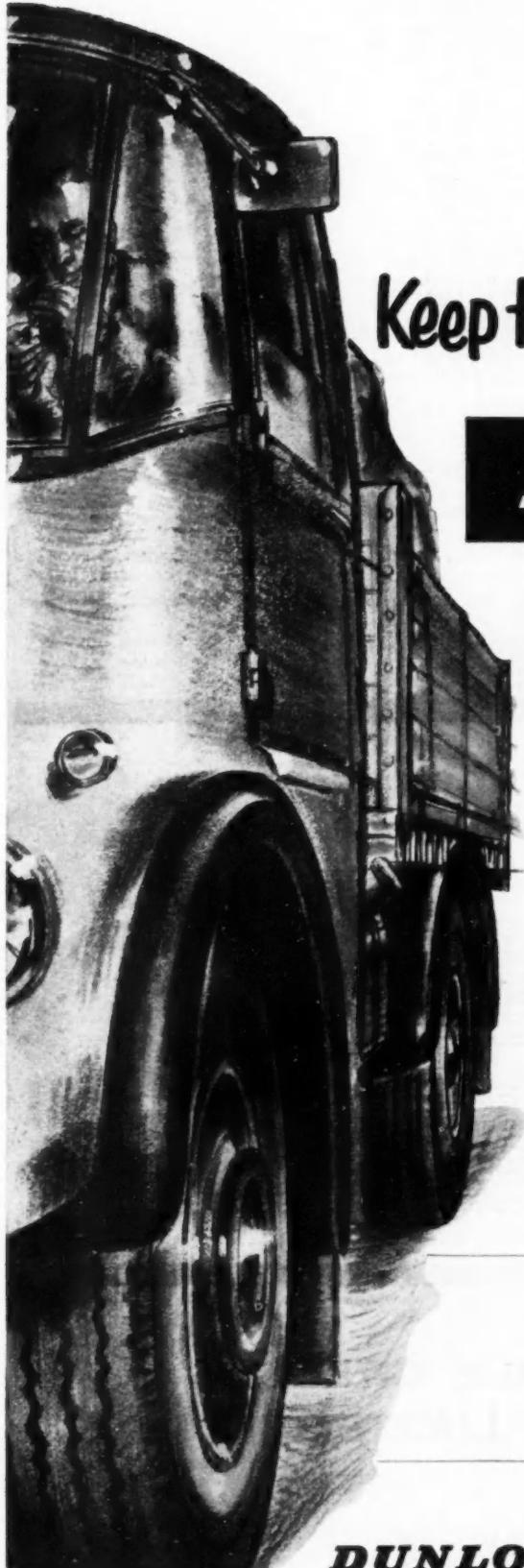
This situation is most acute in parcels delivery. It is then common procedure to segregate completely the work of collection and delivery from that of the trunk haul. For this to be done economically it normally presupposes a fairly large organization able to carry the overhead costs of the transhipment depots necessary to facilitate the flow of traffic.

For many hauliers, however, such methods would be too ambitious and a simpler solution to an overall reduction in standing time is required. This can often be obtained by the employment of articulated vehicles.

Though the use of such vehicles is commonplace, paradoxically the full employment of the principle of articulation is much less frequent. In this context, the chief commercial sales manager of a well-known manufacturer of articulated vehicles told me recently how seldom it was for them to sell such outfits with one or more spare trailers. Admittedly, many articulated vehicles, particularly around the 10-ton capacity, provide an economic outfit compared with its rigid counterpart. Also, it often provides a greater platform space, which is of especial benefit when light, bulky loads have to be carried.

When one or more spare trailers are employed, however, a substantial reduction in standing time can also be achieved in addition to the two advantages just mentioned. The amount of saving achieved by way of reduced terminal time must

(Continued on page 389)



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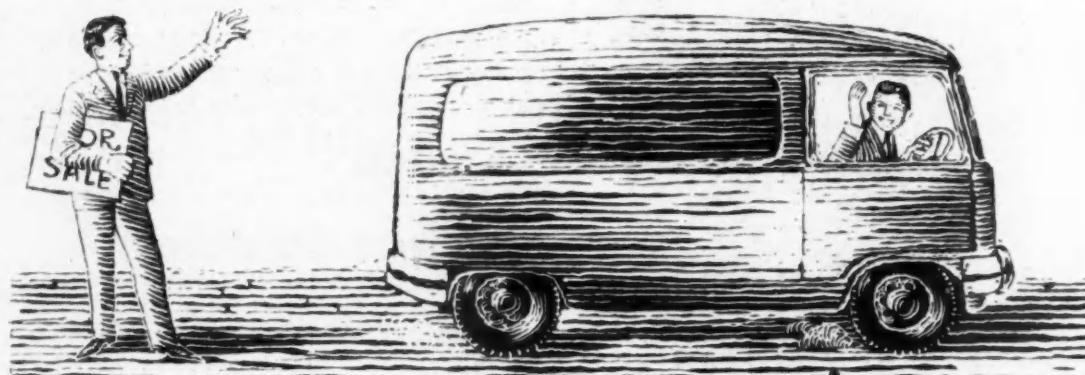
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obviously be specific to individual circumstances. Because of high labour costs, any reduction in this expenditure is welcomed by operators. But a far more substantial benefit, to be derived from the use of spare articulated trailers, is the possibility of increased trips per day—or per week—with a corresponding increase in revenue.

As an indication of the possibilities which the full use of articulation offers, I now give the operating costs of an 8-ton articulated vehicle, fitted with oil engine, and with alternatively one, two, or three platform trailers. These operating costs are then applied to a hypothetical day's work.

Assuming that the unladen weight of the tractor unit and one trailer is 3 tons 17 cwt., the annual licence duty will be £50. Allowing for two weeks per annum when the vehicle may be off the road, either because of the driver's holidays or major overhaul, this would then give an equivalent standing cost per week of £1.

Driver's wages are estimated to amount to £10 2s. 5d. a week. This is based on the statutory rates of pay for a driver of this type of vehicle in Grade 1 areas as defined in the Road Haulage Wages Regulations R.H. (70). An addition is also made in respect of National Health insurance contributions and an allowance for holidays with pay.

Rent and rates in respect of garaging the vehicle are reckoned to cost 12s. 3d. a week. The annual premium for vehicle insurance, allowing for recent increases, is estimated at £60, the equivalent of £1 4s. a week.

The total outlay on the tractor unit and one trailer is around £1,890. With interest charged at a nominal rate of 3 per cent., this item will amount to a weekly standing cost of £1 2s. 8d. The total for the five items is thus £14 1s. 4d. a week. When a 44-hour week applies, this would be equivalent to a standing cost per hour of 6s. 4½d. Alternatively, if the average weekly mileage was 600, the standing cost per mile would be 5.63d.

As regards running costs, it will be assumed that the operator purchases fuel oil in bulk at 3s. 10½d. a gallon. With a rate of fuel consumption of 13 m.p.g., the fuel cost per mile becomes 3.60d. Lubricants are reckoned at 0.26d. With a set of tyres costing around £225, the tyre cost per mile would be 1.80d., where the mileage life per set was 30,000. Maintenance is assessed at 2.38d. and depreciation at 2.03d. a mile.

This latter figure is obtained by first deducting the cost of the initial set of tyres from the price of the outfit, with an allowance for residual value appropriate to both the tractor unit and trailer. A mileage life of 150,000 for the outfit is assumed.

The total for the five items of running costs is, therefore, 10.07d, which, when added to the corresponding standing cost, gives a total operating cost per mile of 15.70d. Alternatively, the running cost per week when averaging 600 miles would be £25 3s. 6d., giving a total operating cost of £39 4s. 10d. It should be emphasized, incidentally, that the figures so far given relate solely to the cost to the operator of running this vehicle, without any allowance for overhead or establishment costs and profit margin.

The capital outlay on the purchase of additional trailers would be approximately £700 each. Waiving any additional cost for garaging these extra trailers, the only other increase incurred in standing costs by their acquisition would be a further 8s. 5d. interest charge per trailer. This addition gives a total standing cost per week of £14 9s. 9d. when one spare trailer is used, the equivalent of 6s. 7d. an hour.

Because only one trailer can be hauled by the tractor unit at any one time there should, theoretically, be no increase in overall running costs. This is because the total mileage of the



two trailers, or any number of spare trailers, should normally equal the mileage run by the tractor, assuming, of course, that only one tractor is operated.

In practice, however, some servicing of the spare trailers would probably involve additional expenditure, which will nominally be assessed here at 12s. 6d. a week per spare trailer. At 600 miles a week this adds 0.25d. a mile, giving a total running cost of 10.32d. when one extra trailer is operated. Similarly, when two extra trailers were used, i.e., three in all, the total standing cost per week would be £14 18s. 2d., or 6s. 9½d. an hour. The running cost would be 10.57d. a mile.

To those not acquainted with the full use of articulated vehicles it should be emphasized that only by the availability of two or more spare trailers with each tractor unit can this be achieved. Admittedly, one extra trailer stationed at one or other of the terminal points can reduce the initial loading time. But, assuming the vehicle is operated on regular trips, delay at the other terminal point could, and probably would, arise. With a spare trailer at each terminal point this possibility of delay could be eliminated.

We will now assume that the tractor unit and trailer, with no spare trailers, does a daily journey of 60 miles return. It will further be assumed that two hours are taken to load the vehicle and a further two hours to unload, with an intermediate transit time of three hours, giving a total of seven hours.

From the costs just calculated the standing cost for the return journey would be £2 4s. 9½d. (i.e., seven hours at 6s. 4½d.). Similarly, the running cost would be £2 10s. 4½d. (60 miles at 10.07d.). The total operating cost for the one return trip would, therefore, be £4 15s. 1½d. and, assuming a full load was carried on the outward journey only, the cost per ton would be 11s. 10½d.

It will now be assumed that two trailers are employed, and that provision is made for the spare trailer to be loaded during the driver's absence. Even so, it would be practical to allow some time for the changeover of trailers and possible attention to paperwork, and this will be nominally assessed at 30 minutes. The other terminal time, however, will remain at two hours, so that the total time for the return trip would be 5½ hours—the same three hours transit time plus the reduced 2½ hours combined terminal time. Where the traffic was available, this arrangement would then permit two return trips a day.

WHEN advantage was taken to do this, the cost would then be 11 hours at the slightly increased standing cost per hour of 6s. 7d. (£3 12s. 5d.), plus 120 miles at 10.32d. (£5 3s. 2d.). This gives a total of £8 15s. 7d. Now, however, 16 tons will be carried during the day with a resulting cost per ton of 10s. 11½d.

When three trailers in all are used it will still be assumed that only two terminal points are involved, and that facilities are available at both these points for the spare trailers to be loaded or unloaded, whilst the driver is out on the road with the third trailer. Allowing similar times, as in the second example, the total time per return trip will now be reduced to four hours, or eight hours when two trips a day are made.

On this basis, and applying the operating costs appropriate to the use of a tractor and three trailers in all, the standing costs per day would be £2 15s. 2d. (eight hours at 6s. 9½d.) and the running cost £5 5s. 7d. (120 miles at 10.57d.). The total is thus £8 0s. 9d. a day, the equivalent of 10s. 0d. a ton. S.B.

Multi-cylindred Two-stroke Engine

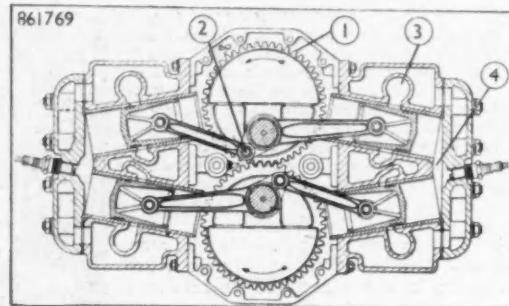
A HORIZONTAL two-stroke engine forms the subject of patent No. 861,769. It is of the type in which two side-by-side cylinders share a common combustion chamber in the head. (T. Reid, "Crowmere," Bellmere Road, Hampton-in-Arden, Warwickshire.)

Referring to the drawing, it will be seen that two crankpins are employed, synchronism being ensured by gearing (1). Only one connecting-rod runs on a crankpin, the other being pivoted on the first at the point (2).

The gearing and arrangement of pistons is claimed to give a good horizontal balance and it is also claimed that

the engine is substantially free from vibration.

Each cylinder is provided with a wall port (3) extending completely around the cylinder except where it is bridged by guide bars. The ports in the upper cylinders are for the exhaust and those in the lower ones inlets. A common combustion chamber is shown at 4. As there is no significant change in the volume of the crankcase, an external compressor charges the cylinders.

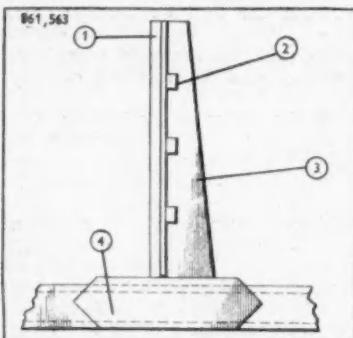


fluid coupling (2) which utilizes oil from the lubricating system. If the coupling is starved of oil, then slip will result, slowing the fan and increasing the engine temperature.

This is performed automatically; a thermostat (3) controls a slide-valve (4) which in turn determines the quantity of oil flowing to the coupling. The thermostat is located in the exhaust pipe or in the stream of hot air flowing from the cylinders. An alternative scheme uses a bi-metallic strip and an electrically operated oil valve.

SAFETY BARRIERS FOR LORRIES

ACCIDENTS have been known to occur through violent braking causing a load to slide forwards into the cab. A safety barrier designed to prevent this is shown in patent No. 861,563. (W. Tuck and J. Estop, Highcroft, Forest Green, Nailsworth, Glos.)



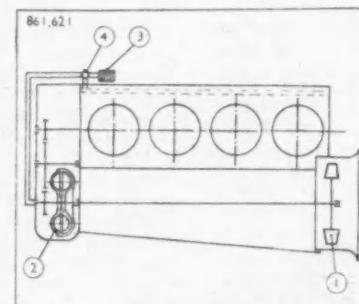
The drawing is a side view of the proposed barrier. It comprises a main upright plate (1) extending across the frame. Reinforcement is provided by ribs (2) and buttresses (3). The bottom brackets (4) are riveted, bolted or welded to the frame.

NOVEL MEANS OF OPERATING VALVES

PATENT No. 861,291 deals with a valve operating mechanism for an air-cooled engine. (Humber, Ltd., and J. Shorter, Stoke, Coventry). In the drawing

one cylinder is shown diagrammatically of a flat-twin engine in section. The valves are opened by push-rods (1) and the patent deals with a substitute for the conventional rocker. It consists of a piece of rectangular-section rod (2) which is curved to an accurate radius so that it can slide freely in correspondingly curved grooves in the sides of a cast-iron block on the head. A U-shaped pressing is used to cover the grooves and a steel-backed white-metal-lined strip provides a bearing surface. Valve clearance adjustment is by the use of shims fitted beneath the block.

An advantage of the design is that cooling fins can be carried up to the top of the head and around the valves.



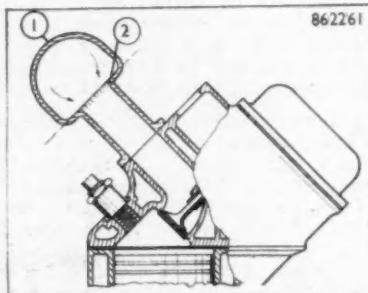
CONTROLLED AIR COOLING

ACCORDING to patent No. 861,621, air-cooled engines with unregulated cooling are often uneconomic because a large proportion of running is done either too hot or too cool. A scheme for regulating automatically the air flow to maintain a constant optimum temperature forms the subject of the patent. (Tatra Narodni Podnik, Koprivnice, Czechoslovakia.)

The drawing shows a four-cylindered engine in which the air flow is created by a fan (1). The fan drive includes a

INDUCTION PIPE DESIGN

OSCILLATIONS of the air column in an induction system can, by careful design, be made to increase the charging efficiency. This, however, usually calls for an induction pipe of considerable length. A means of achieving the same end without long pipes is disclosed in patent No. 862,261 (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)

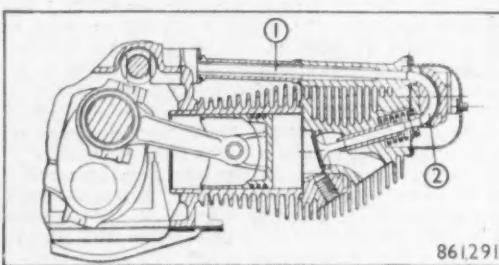


According to this patent, the intake pipe (1) should be provided with a flat face on the side from which the individual pipes are taken. This face is shown in the drawing at 2.

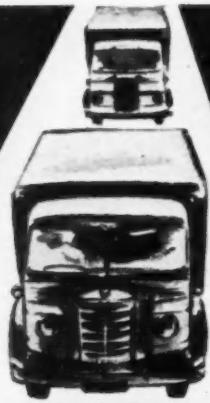
It is stated that this simple modification results in a substantial power increase over a small speed range, with lesser increases over a wider range of speeds.

REDUCING BRAKE NOISE

TO eliminate noise from brakes, patent No. 862,358 proposes to arrange that the lining of the secondary shoe has a lower coefficient of friction than that of the primary shoe. Both linings are made from a sintered mixture of iron powder and graphite, but they differ in detail ingredients. The patent comes from General Motors Corp., Detroit, Michigan, U.S.A.



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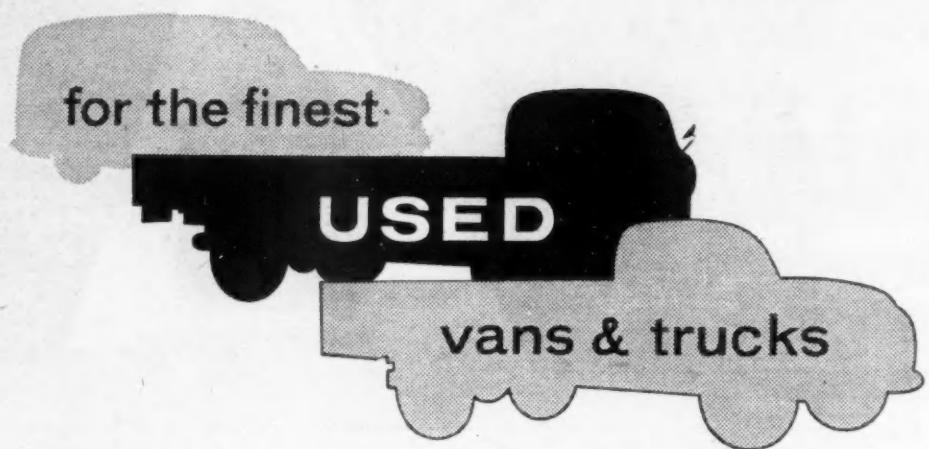
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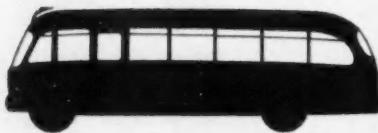
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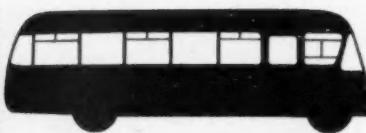
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OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.

PLEASE note address of our additional premises:—

252 BELSIVE RD., N.W.6. Mai 0712.

HAMILTON MOTORS (LONDON), LTD.

466-490 EDGWARE ROAD.

LONDON, W.2.

AMBASSADOR 7211. PADDINGTON 9022-8

905-187

ORMSKIRK MOTORS, LTD.

NEW TK BEDFORD 7-ton drop-side tipper, 2-speed axle, diesel.

NEW TK BEDFORD 7-ton, 167-in. wheelbase, 2-speed axle, diesel.

NEW BEDFORD TK 7-ton, fitted with Leyland engine, 3-sp. ed. axle, 9.00 x 20 tyres.

1958 **BEDFORD** 8-ton tractor unit, diesel, 2-speed axle, 20-ft. Scammell trailer, one owner.

1958 **BEDFORD** 10-ton tractor unit, one owner only, Scammell coupling, diesel, 2-speed axle, £595.

1956 **BEDFORD** 7-ton with aluminium flat platform.

mileage on this engine only 30,000, good condition throughout, £625.

1951 **BEDFORD** 5-tonner, P6 diesel engine, in good condition throughout, £225.

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL-BEDFORD DEALERS,

COUNTY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2.

905-254

1958 **BEDFORD** 7-ton 16-ft. platform truck, 8 x 20 tyres, £550. Mansfield, Ltd., Astley House, Levenshulme, 2311. 907-9959

BEDFORD CA vans, wide range of prices from £100. Great Western Motors, Shepherds Hill (A4), London Rd., Reading. Phone, Reading 63333. 908-9967

BEDFORD 6-wheeler flat, Leyland engine.

BEDFORD 2-speed and Boys conversion.

1954 **BEDFORD** 7-ton flat.

BEDFORD semi-low-loader.

MORRIS BROS., St. Thomas, Swansea. Phone, 50160-167

1959, December. **BEDFORD** 7-ton forward-control diesel, aluminium boxvan, 750 cu. ft., £775. Dawnler, Motors, Ltd., Ewell by Pass, Surrey. Ewell 2382. 905-167

1956 **BEDFORD** S-type tractor unit, Scammell hitch, good condition, £445. Arnold 2771. 905-153

1958 **BEDFORD** 6-ton normal-control long-wheelbase drop-side truck, diesel engine, fitted Burtonwood tilt, £625. The Bucks Motor Co., Ltd., Aylesbury 2264. 905-204

CAPITAL MOTOR CO., LTD.

REMINGTON STREET,

CITY ROAD, LONDON, N.J.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORDS. 10-ton tractor unit, immediate delivery.

NEW BEDFORD 4-ton drop-side truck, immediate delivery.

NEW BEDFORD 5-ton TK 151-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 7-ton TK 167-in.-wheelbase truck, immediate delivery.

NEW BEDFORD 3-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.

1958 **BEDFORD** 5-ton forward-control diesel truck, £545.

FOR immediate delivery of the above new **BEDFORDS**

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.J. 905-344

Used Goods Vehicles (contd.)

BENTLEY BROS. (SHEFFIELD), LTD.

71 THE WICKER, SHEFFIELD, 3
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS,
NEW TK AND JM MODELS FOR IMMEDIATE
DELIVERY.

1958 BEDFORD 5-ton normal control 300 cu. in. diesel chassis and cab, 167-in. wheelbase, excellent condition, choice of two, £465.
1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, recent rear axle overhaul, one C licence owner, £425.
1954 BEDFORD 10-ton petrol tractor with 22-ft. straight framed trailer, £325.
1949 2-3-ton BEDFORD boxvan, petrol engine, good working condition, £95.

905-315

1956 BEDFORD 5-ton A-type platform, P6 diesel, painted primer, £475. Arnold 7771. 905-152
1958 BEDFORD long-wheelbase 5-ton drop-side truck, petrol engine, excellent condition, £425. Shaw and Kilburn, Ltd., 143 Cambridge St., Aylesbury, 2321.

1955 November, BEDFORD heavy-duty 7-ton tipper, Pilot gears, 7-td. steel body, R6 engines, two, each at £255. December, BEDFORD heavy-duty 7-ton tipper, Pilot gear, 7-td. steel body, R6 engine, £255. UNIVERSITY COMMERCIALS AND COACHWORKS, LTD., 99 Boston Rd., London, W. 11. Eaton 906-9971.

1958 October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £95.
BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £325 or terms arranged.

1955 BEDFORD 4-ton diesel extended-chassis boxvan, £325.
BEDFORD diesel 7-ton chassis and cab, £175.

1953 BEDFORD 5-ton P6 long-wheelbase hydraulic tipper, £185.
1955 BEDFORD 7-ton tipper with steel U body, £195.

1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 100 diesel engine, £495.

1959 (Model) BEDFORD diesel 3-ton truck, very low mileage, original tyres, one owner, £195 or terms arranged.

1954 BEDFORD 7-ton long-wheelbase tipper, Meadow diesel engine, £195.

1956 BEDFORD 7-ton forward-control 950-cu.-ft. boxvan fitted Albion engine, £650.

1958 HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone: Ardwick 3146. 905-268

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHURY ROAD,
ENFIELD.

1957 BEDFORD 5-ton light-alloy boxvan, 650 cu. ft. 3-way loader, P6 engine, one owner, excellent condition.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

905-364

1958 BEDFORD tractor units (5), all Leyland-engined, first registered late 1957, offered for sale together with 10 25-ft. semi-trailers, all well maintained, price £7,500. Write Box CM047, care of "The Commercial Motor." 905-281

1959 and **1960** BEDFORD tippers, long and short wheelbase, from £700.

1960 £850. VARIOUS tractors and flats. View by appointment.

HACKETT'S DISPOSALS, LTD., Ace of Spades Garage, Butley, near Macclesfield. Phone: Prestbury 99643. 905-284

1958 BEDFORD S-type 7-ton, 300 diesel, long-wheelbase base, 14-ft. 6-in. drop-sided tipper, 2-speed axle, 9,000 miles, £600. A. and L. V. Supply Co., Ltd., 27-41 Gravel Lane, Salford, 3. Phone: Manchester Blackfriars 1511.

1957 BEDFORD 25-cwt. Perkins P4 engine £250. C. Russell, 155 Millbank St., Northam, Southampton, 26590. 905-153

1954 7-ton alloy long-wheelbase platform truck, R6 Mk. III engine, £285. Herwin, Woolwich 8161.

1956 BEDFORD 7-ton long-wheelbase twin-ram tipper, new R6 engine and reconditioned recently, £495.

1958 GREEN AND SONS LTD., Brierley Hill, Staffs. Phone: Brierley Hill 77072. 906-9973

1958 BEDFORD 10-12-cwt. in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W. 6. Willesden 00468.

1953 BEDFORD S-type tractor, Scammell coupling, petrol engine, £190. 1954 Bedford S-type 7-ton drop-side, petrol engine, £200. Mabrey and Garton, Winslow Rd., London, W. 6. 905-3609

K.J. MOTORS, LTD., offer—

1959 Long-wheelbase BEDFORD 15-cwt. van in red, fitted radio, one owner vehicle, in excellent condition, £110.

1958 WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 905-355

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567.

Bedford Wanted

BEDFORDS wanted

BEDFORDS wanted! Bedfords wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 905-734

Used Goods Vehicles (contd.)

BEDFORDS ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,

LONDON, S.E.1.

Greenwich 2033-4. 905-894

A BEDFORD for sale? Phone Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone Paddington 0022 (12 lines). Immediate settlement and best prices.

905-186

B.M.C.

1960 (late) 7-ton tipper, 6-cylinder diesel engine, 2-speed, axles 6.00 x 20, 11-ft. 6-in. steel tipping body, auto-lifts gear, licensed, immaculate, £1,250. choice of six.

1959 SWALD TILLOTSON LTD., Summit Works, Burnley. Phone 2201.

1957 B.M.C. 7-ton long-wheelbase platform truck, 9.00 x 20 tyres, Eaton 2-speed axle, power steering, excellent condition, £700.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone: Wednesbury 0470. 905-103

1960 AUSTIN B.M.C. 6-wheel platform truck, 22-ft. class order, £1,250. York extension, 2-speed axle.

1960 MORRIS B.M.C. 4-wheel platform truck, 18-ft. body, York extension, in first-class order.

1960 A.S.A. other good B.M.C. vehicles in stock.

A L.S.A. a number of other good COMMERS. 1955 to

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 905-174.

RUSH GREEN MOTORS

Stevenson 174.

COMMER

7-TON COMMER diesel long-wheelbase drop-side lorry, 9 ft. 10 in. brakes and 9.00 tyres, used only for demonstration, unregistered, offered at very attractive price, part-exchange and hire-purchase facilities available; also other models. H. Taylor and Co., 135 London Rd., Kingston 906-9943

1957 TS3 COMMER. Boys' detachable sides, new engine, differential, gearbox, fitted, in excellent condition throughout. "Amply Box" 905-9943

late in "The Commercial Motor" 905-9943

ARTIC, for sale, 1951 COMMER Q4 unit with reconditioned P6 engine, B.T.C. coupling, two B.T.C. articulated, 10-cwt. 6-wheel, 6,000 miles, £1,250. Also 1955 Commer Q4 petrol artic. unit, hands automatic coupling, £50, drive away. Station Garage, Four Marks, Alton, Hants. Medstead 3224.

HUNTER VEHICLES, LTD.

CROWN WORKS,
290 SOUTHURY ROAD,
ENFIELD.

1959 COMMER 4-ton boxvan 850 cu. ft., petrol, excellent condition, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

905-362

MIDLAND VEHICLE AGENCY offer:—

1960 COMMER TS3, steel-bodied 6-cu.-yd. upper, all brakes, 17,000 miles only, £950.

1960 COMMER 15-cwt. 14-seater bus, Perkins 99 engine, £950.

560 COVENTRY RD., Birmingham, 10. Phone: Victoria 6040, evenings Northern 8744. 905-111

1957 COMMER TS3 wood body tipper, £545.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 905-498

1960 COMMER TS3 7-ton short-wheelbase tipper, 6-cwt. double-drop-side body, air brakes, tow mileage, £1,100.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone: Wednesbury 0470. 905-104

OCTOBER, 1959, COMMER TS3 18-ft. double-drop-side truck, 20,000 miles only, good tyres, whole vehicle repainted, air brakes, power steering, heater, flashers, excellent condition, £975.

R.P. MOTORS, LTD., High St., Redhill. Phone: Redhill 3933-4-5. 905-195

1957 COMMER 7-ton TS3 platform truck, good condition throughout. £695. Arnold 7771. 905-155

1955 TS3 7-ton diesel, 16-ft. platform body, £400.

1955 Shaw and Kilburn, Ltd., 143 Cambridge St., Aspasia 2321. 905-202

COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.

COMMER TS3, 1958, with Boys third axle, 17-ft. alloy tipping body, Ebro gear, 2-speed axle.

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone: South Elmsall 276-277. 905-260

NEW COMMER York finished alloy 22-cu.-ft. tipper, 9.00 x 20, 5-speed, air brakes, suitable grain, coal, etc. delivery this week.

1958 COMMER 15-cwt. normal-control personnel carrier, petrol, 14,000 miles only, £1,250.

1956 COMMER QX petrol 7-tonner, 18-ft., £125.

1957 COMMER Superpoise 6-ton, 16-cwt. diesel, drop-sides, 5-speed. £1,500.

1959 COMMER 8-cwt. EDV, all estate car fittings.

1954 COMMER 25-cwt. super capacity van, bargain. £900.

1958 COMMER Roots diesel, 7-ton standard long-wheelbase drop-side, £495, choice of two.

1955 COMMER Roots diesel, 18-ft. platform, recent new engine and gearbox, taxed £425.

LOWEST H.R. terms. Open Sunday mornings.

JOHN JORDAN, official COMMER dealers, Manor Garage, Sandy Beds. Phone 271. 905-530

April 21, 1961—THE COMMERCIAL MOTOR 49
(Supplement)

Used Goods Vehicles (contd.)

1960 (REGISTERED DECEMBER, 1959) 6-WHEEL BULK TIPPER, Unipower axle, 5-speed gearbox, air brakes, 2-speed axle 9.00 x 20 tyres, heater, flashers, reconditioned engine just fitted, cost £3,200, will accept £1,700.

M. E. HUNT.

WOLVEY HEATH SERVICE STATION.

WOLVEY, NR. HINCKLEY.

LEICESTERSHIRE.

Phone: Wolvey 258. 905-3648

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty engine, new engine, etc., cost £3,250, accept £2,100 o.n.o.

1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc. H.P. arranged, A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 905-369

1960, November, COMMER TS3 diesel, 12-yd. tipper, 5-speed gearbox, steel body, very small mileage, almost as new, £1,250.

1960 COMMER TS3, 7-ton long-wheelbase truck, 18-ft. body, very small mileage, 9.00 x 20 tyres, in first-class order.

1958 COMMER TS3, articulated unit with B.T.C. 12-ton, 4-in-line 24-ft. trailer, in first-class running order.

A. L.S.A. a number of other good COMMERS. 1955 to

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 905-174.

1956 COMMER tractor unit, 10-12 tons, Eaton 2-speed axle, excellent condition. £1,000.

1957 COMMER 8-ton long-wheelbase TS1, in excellent condition. Terms, exchanges. Contay Motor Works, 164a Southwark Bridge Rd., S.E.1. Watford 6162.

1958, December, COMMER TS3 7-ton tipper, 12-cu.-yd. body, Telelever underfloor gear, heater, air brakes, overdrive, 9.00 x 20 tyres, very clean, low mileage, £1,100.

1959 COMMER TS3, 7-ton tipper, 7-cu.-yd. body, heater, flashers, air brakes, 9.00 x 20 tyres, very clean, low mileage, one owner, £1,100.

GRAY AND CO., LTD., 7-8 Woodbridge Rd., Guildford. Phone: Guildford 2885-7. 905-309

1958 COMMER forward-control TS3 short-wheelbase tipper, £775.

1958 COMMER 1-ton forward-control TS3 medium-wheelbase tipper, £795.

1957 COMMER 7-ton forward-control TS3 medium-wheelbase tipper, £535.

HAMBLINS GARAGE, The Commer People, Rector Rd., Rushden, Northants. Phone: 3211-2. 905-308

Commer Wanted

TS3 4-wheel 16-cwt. alloy body, 4-ft. sides an advantage, chassis, sub-frame and twin-rim gear a necessity, year, unladen weight, condition, price. Derek Row, Marazion, Cornwall. 905-3205

WANTED, new or very late model COMMER for hire, 6-wheel, agent to take in exchange. 1959 TS3, Commer flat lorry. Transport Managers, 111 Breeze Hill, Liverpool, 9. 905-301

DENNIS

1955 DENNIS Max diesel tractor unit, one owner, £450. Church Road Motors (Southend-on-Sea), Ltd., Hatfield, Essex. Phone: 57271 (10 lines). 905-211

DODGE

DODGE DISTRIBUTORS for GLOUCESTER, HEREFORDSHIRE, WILTSHIRE.

H. R. WILSON & S. CO., LTD., MONK MEADOW, GLOUCESTER. Phone: Gloucester 2447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED. 905-830

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD., 300-320 CRICKLEWOOD BROADWAY, N.W.2.

Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel, every facility.

905-660

1949 DODGE 105 platform, petrol, weight 2 tons 11 cwt. £1,100.

1954 DODGE R6 18-ft. platform, 8.25 x 20 tyres, weight 3 tons 19 cwt., £300.

EDWARDS Sutton 56674. 905-321

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS, PERKINS DIESEL SIGNHOLDERS.

1957 DODGE diesel 6-ton long-wheelbase chassis and body fitted with Duramix boxvan. £525.

1958 DODGE diesel 6-ton double-drop-sided truck, £495.

1 BALHAM HIGH RD. S.W.12. Phone: Balham 2234. 905-335

B47

Used Goods Vehicles (contd.)

CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), LTD.

DODGE DISTRIBUTORS FOR S.E. ESSEX.

NEW DODGE 8-ton chassis-cab, new Perkins Six 354 diesel engine, 905-314. DODGE 5-ton truck, one owner, well tyred, good all-round vehicle, with Telehoist sack loader, repainted, £550. DODGE 7-ton truck, one owner, well tyred, £550. DODGE 5-ton flat, diesel, well tyred, ideal spare vehicle, £275. DODGE and Perkins spare parts express delivery. HADLEIGH, Essex. Phone 57271 (10 lines). After hours, Southend-on-Sea 48528. 905-214

1957 DODGE 12-ton tractor with 22-ft. Carrimore drop-sided trailer, fifth wheel, new R6 engine, unladen weight 6 tons 3 cwt., available shortly, £875. 152 Hoe St., E.17. Tel. 7202. 906-9953

BENTLEY BROS. (SHEFFIELD), LTD.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1956 DODGE 6-ton long-wheelbase platform truck, 2-speed axle, good reliable vehicle, £195. 905-317

1958 DODGE 6-ton tipper, good condition, £475. COOMBS COMMERCIALS (GUILDFORD), LTD.
Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 905-554

E.R.F.

FOR sale, June, 1957, crashed (no cab, little other damage), E.R.F. Type 4.4G long-wheelbase platform, 2-speed electric-shift rear axle, seven 8.25 x 20 Michelin metallic tyres, excellent Gardner engine, one C-licensed owner since new, very clean, quick sale, £425 no offers. Station Garage, Four Marks, Alton, Hants. Medstead 3224. 905-1111

NOVEMBER, 1953, E.R.F. 8-wheeler chassis and cab, in perfect condition, one owner, any inspection welcome, £850. Barton Townley, Ltd., 110 Penny St., Lancaster. 906-9970

E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged. HENRY EATON LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 905-265

BENTLEY BROS. (SHEFFIELD), LTD.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1946 E.R.F. twin steer, rebuilt in 1954, recent engine change, 5LW, exceptional condition throughout, £475. 905-319

£600. November, 1955, E.R.F. SCAMMELL tractor, fitted with 4LW Gardner engine, 5-speed box, 2-speed axle. Tractor can be supplied to suit above. Altners 1873, 255 Walton Lane, Liverpool, 4. 905-305

1956 E.R.F. 8-wheeler, 24-ft. platform body, double-drive, air brakes, latest-type cab, this vehicle is in exceptionally good order, appearance almost as new. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 905-342

E.R.F. 8-wheel tipper, 21-cu.-yd. steel body, £375. Summerhill, Shaistone, near Buckingham, Syresham 265. 905-381

FODEN

1959 Foden 6-wheeler 2-stroke engine, single drive, 22-ft. 6-in. platform body, choice of three. 1959 Foden 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body, £375.

1955 Foden 8-wheeler, 6LW Gardner engine, double drive, 24-ft. 6-in. platform body. OSWALD TILSTON, LTD., Summit Works, Burnley. Phone 2201. 905-77

FODEN, November, 1955, 8-wheel tinner, wood body, twin underbody gear, 9.00 x 20 tyres, £1,400. Also choice of two 6-wheel Fodens, £300 each. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 905-3568

FODEN platform lorry, FE 4/8, 1954, 2-stroke engine, £900. Muxlow and Munton, Ruskinland, Lincs. 905-20

1952 Foden 8-wheeler double-drive chassis-cab, two-stroke engine, recently overhauled, also differential fitted, used only by C-licence operator, perfect condition, £500. Apply Knights Bros., Fenstanton, Hunts. Phone, St. Ives 3325. 907-9945

1954 Foden boxvan, one owner from new, £1,450. A.CORN MOTORS, LTD., 24 Cross Rd., Hanworth, A.Middx. Phone, Feltham 5888. 905-336

1953 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £700. 4 Carruthers St., Liverpool, 3. Central 2047. 905-288

FODEN Twin Steer 1955 chassis and cab, good tyres, H.H. Hareby Trading Estate, Carlisle. Phone 25205. 905-525

TWO 1948 Foden 18-ft. flat bodies, good tyres, 4LW, C-licenced operated, flat from cab, smart condition, £325. Edgware 2572. 905-404

FORD THAMES AND FORDSON

1958 THAMES 5-ton long-wheelbase 6-cylinder diesel drop-side truck, fitted heater, bonnet indicators, passenger seat, unwritten and in primer, checked and serviced, good tyres, sound throughout, £575. M. J. Hughes, Ltd., Beaconsfield 2141. 907-9964

848

Used Goods Vehicles (contd.)

ERODROME AUTOS.

1957 THAMES 3-ton Luton van, diesel, 950 cu. ft., one owner, excellent condition, ex-C licence user, £495. 1958 THAMES 30-cwt. diesel truck, one owner, excellent condition, £295. NEW THAMES 15-cwt. truck, £525.

258 WATFORD WAY, Hendon, N.W.4. Sunnyhill 905-40

1958 6-cylinder diesel-engined THAMES Trader lorry in good condition, £390 or nearest offer. H.P. can be arranged if necessary. Box CM055, care of "The Commercial Motor." 905-45

1958 November, FORD Trader 5-ton long-wheelbase drop-side, 6-cylinder diesel truck, Burtonswood tail lift, £525, choice of two. Crimble of Staines. Phone, Staines 51143. 905-16

W. HAROLD PERRY, LTD.
MAIN FORD DEALERS.
FINCHLEY.

1959 THAMES Trader 7-ton 6D drop-side truck, 975. 1959 THAMES Trader 7-ton 6D platform truck, 975. 1959 THAMES Trader 7-ton 6D 20-ft. platform truck, 975. 1959 THAMES Trader 7-ton 6D 7-cu.-yd. rippers, new Anthony metal bodies and tipping gears, three, £995.

1959 THAMES 7-ton 6D drop-side truck, low mileage, £975. 1959 THAMES 5-cwt. van, £310.

1958 THAMES 15-cwt. van, £325. 1959 THAMES 15-cwt. van, £345.

1959 THAMES 7-cwt. van, 7,000 miles only, £335. 1959 THAMES 7-cwt. van, blue, £335.

1958 THAMES 5-cwt. van, £285. GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.

297 BALLARDS LANE, North Finchley.

HILLSIDE 8888. 905-193

1960, November, FORD THAMES 7-ton long-wheelbase drop-side truck, 9.00 x 20, 6,000 miles only, indistinguishable from new, £975.

1960 FORD Trader 6-wheel long-wheelbase tipper, 18-ft. steel body, low mileage, cost £4,700, bargain at £1,100.

1956 FORD 4D 4-ton long-wheelbase truck, Balco extension, 16-ft. body, excellent condition, £225. COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 905-102

1958 Trader 6yd. tipper, 6D diesel, really nice condition, £550. 1958 Trader 6yd. tipper, 6-cylinder petrol engine, very low mileage, £450.

1955 FORD 10-ton 6D drop-side truck, steel drop-side box, reconditioned 6D diesel, new tyres, £295. 1948 7-ton FORD Trader, long-wheelbase truck with added slatted high sides, 30,000 miles only, one owner, excellent tyres, very clean, taxed December 31, 1961, £625. Edgware 2572. 905-1111

VICTORIA MOTOR CO. (BRISTOL), LTD.
MAIN FORD DEALERS.
TEMPLE GATE, BRISTOL, 1.
Phone, Bristol 29422 (10 lines).

"BEST IN THE WEST."

COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK.
IMMEDIATE DELIVERY.

GOOD USED COMMERCIALS.

THAMES Trader, 1959 June, 7-ton, 138-in. wheelbase, Telehoist tipping gear, 13-ft. 6-in. wooden body, £875. 1905-189

ONE 5-ton 6D long-wheelbase truck, 1959, good condition.

1958 3-ton THAMES 4D drop-side truck, nice condition.

1959 THAMES Trader 6D 6-cu.-yd. Anthony drop-side truck on 9.00 x 20, immaculate vehicle. COOMBS SERVICE STATION (Ford Main Dealers), By-pass Rd., Guildford 62962. 905-181

1960 7-ton Thames Trader tipper, choice of two, very low mileage, £1,070. Waterloo 5961. 905-9944

1960 Trader 7-ton 6D diesel long-wheelbase drop-side truck, £685.

1960 7-ton 6D diesel long-wheelbase drop-side truck, £685.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 905-143

GORDON KING MOTORS, LTD.
FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250 cu. ft. low-loading Luton body, new and unregistered ex works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250 cu. ft. body as above, immediate delivery from stock, £1,245.

1959 THAMES Trader 7-ton 7-cu.-yd. tipper, Anthony gear, £750.

MITCHAM LANE, S.W.16. Streatham 3133-4. 905-327

1959 Thames Trader 7-ton, Anthony hoist tipper gear, choice of two, guaranteed, £825. Arnold 7771. 905-154

Used Goods Vehicles (contd.)

BENTLEY BROS. (SHEFFIELD), LTD.
71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1956 FORD Thame 4D with meat container body, and in primer finish, £195.

1959 Thames Trader 7-ton long-wheelbase diesel steel body tipper, £895. 905-311

TRADE, 5-ton, 1957, 4D, long-wheelbase drop-side, bargain price, £325.

FORDSON 5-ton long-wheelbase drop-side, 1955, P6 engine, very clean machine, £265.

TRADE, 5-ton long-wheelbase twin-ram tipper, 1959, 900 x 20, £1,000, bargain price, £675.

D. EASTWOOD COMMERCIAL, LTD., 27 Aston Rd., North, Birmingham. Ast 3467. 905-165

NEW FORD Trader 7-ton standard truck, list.

NEW FORD 12- and 15-cwt. pick-up trucks, list.

NEW FORD Trader 7-ton drop-side body, list.

1957 FORD Thame 4D, 1,720 cu. ft., one owner, new engine, repainted, well tyred, £825.

CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD., Hadleigh, Essex. Phone 57271 (10 lines). After hours, Southend-on-Sea 48528. 905-212

1956 FORD 4D, 4-ton short-wheelbase hydraulic tipper, £225.

FORD 4D 2.3-ton boxvan, one owner, £325; or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 905-289

£200. November, 1956. FORD 4D diesel, 4-ton flat lorry, ideal coal lorry, 255 Walton Lane, Liverpool, 4. Altners 1873. 905-303

1957 FORD 5-ton 6D drop-side tipper, 2-speed axle.

CAKMO, LTD., London, Leighton Rd., London, N.W.5. Gulliver 5555. 905-289

1959 FORD 7-ton Trader, diesel, very clean, £675. 11 Prescott Place, Clapham, S.W.4. Mac 2264. 905-434

HUNTER VEHICLES, LTD.

CROWN WORKS.

290 SOUTH BURY ROAD.

ENFIELD.

1957 THAMES chassis-cab, 157-in. wheelbase, 3 tons, 4D engine, 7.00 x 20 x 10-ply tyres, one owner, excellent condition.

1956 single colour, one owner, excellent condition.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

905-363

1958 Trader 5-ton long-wheelbase truck, 6D, clean. Phone, Tideway 4441. 905-501

1959 December, 7-ton Trader, 20-ft. platform, very clean vehicle, 9.00 x 20 tyres, £775. 905-518

1960 May, Trader, 18-ft. body, new set 9.00 x 20 tyres, heater, flashers, etc., very clean vehicle, £825. 905-4777 or 4713.

1959 Trauer artic. unit, heater, 2-speed axle, automatic coupling, 6-cylinder diesel choice of two.

THAMES Trader 6-wheel platform, power steering and air brakes, £2,000.

1960 Trauer artic. unit, B.T.C. coupling, demonstration model, very low mileage, £900.

THAMES Trader 5-ton truck, £252.

1958 THAMES Trader Luton, 900 cu. ft., £700.

1958 THAMES Trader 7-ton, platform body, £720.

1957 THAMES Trader 5-ton truck, choice of two, £525.

1958 THAMES Trader 5-ton 6D 6-cu.-yd. tipper, £675. 905-525.

1958 THAMES Trader 7-ton 6D 9-cu.-yd. tipper, timber body, £825.

1957 THAMES Trader 5-ton 4D drop-side truck, £400.

1956 THAMES 4D 1,600-cu.-ft. Luton, £350.

THAMES 4D boxvan, 600 cu. ft., £225.

FRANK G. GATES, LTD., Gates Corner, E.18. Wanstead 6633. 905-516

1960 THAMES Trader 7-ton long-wheelbase truck, very small mileage, £850.

1960 THAMES Trader 7-ton tipper, Edbro gear, steel drop-side body, in very nice order, very low mileage, £850.

LSO several other good Traders in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 905-345

THAMES 5-ton 4D long-wheelbase drop-side truck, £350.

1959 THAMES 2-ton van, in excellent condition.

1957 THAMES 7-cwt. van, good condition, £200.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 905-555

Ford Thames and Fordson Wanted

WANTED, FORD 4D van and Perkins, all capacities, from 1955 onwards. Chandlers Motors, LTD., 71 Greenwich South St., London, S.E.10. Gte 2033-4. 905-533

Arbitrus St., E.8. Clissold 5920. 905-205

GUY Invincible 4-wheeled 11-ft. 6-in. wheelbase chassis and cab, Gardner 6LW engine, p.t.o. unit, for immediate delivery. R.T.S. (Hackney), LTD., 21-17 Arthur St., E.8. Clissold 5920. 905-205

Used Goods Vehicles (contd.)

NEW GUY Light 8-wheeler chassis-cab with or without 24-ft. bodywork, immediate delivery.
NEW GUY Invincible 8-wheeler chassis-cab, Gardner 685 double-cam, 10-ton, delivery 10 weeks.
G. J. RICHARDSON AND SONS LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Broadwell 1810 and 7800.
1959 Trader 7-ton long-wheelbase truck 6D, new tyres, clean, £685. Phone, Tideway 4441.
1958 Otter, 4L.K., new 18-ft. platform, new gearbox and clutch, 2-speed axle, £650. Phone, Tideway 4441.

LAND ROVER

GOOD selection of used **LAND ROVERS** always in stock.
COOMBS COMMERCIALS (GUILDFORD), LTD., 100 Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

LEYLAND

FOR disposal owing to standardization, one 1959 **LEYLAND** Super Comet, 23-ft. 6-in. platform. Offers to J. Stirlan (Nottm.), Ltd., Lilac Grove, Beeston, Notts. Phone 25283.

1956 **LEYLAND** Octopus chassis and cab, air brakes, excellent condition and tyres. Bramwell, Prentiss & Co., Ltd., Phoenix St., Bury, Lancs. Phone 4524 and 3900.

LEYLAND 1959 Leyland Super Comet, tractor unit, air brake, fifth-wheel coupling, immaculate, choice of five. **SWALD TILLOTSON, LTD.**, Summit Works, Burnley. Phone 905-78.

BROWNHILLS MOTOR SALES

LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

EARLY delivery of new **LEYLAND** Comets and Super Comets. See our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES

WATLING STREET (A5), BROWNHILLS, STAFFS
Phone, Brownhills 2307, 2336 and 2392. 905-429

LEYLAND COMET 90, late 1955, boxvan, 980 cu. ft., 21 ft. 6 in. long, 1 ft. 6 in. high, back roller shutter, recently overhauled by manufacturer, excellent condition, new batteries, taxed December, one owner, £1,250, o.n.o. Bishopsgate 3044.

1959, October, **LEYLAND** Super Comet, 6-wheeler, 32,000 miles only, as new, £2,100. **CON'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, Bromwich. Phone, Wednesbury 0470. 905-109

1956 Comet long-wheelbase tipper, double-drop-sides, £750.
1955 Comet long-wheelbase platform, £525.

1959 Comet chassis and cab long-wheelbase with Boys' axle and .375 engine, £1,575.

1947 Octopus long-wheelbase platform, choice of 1000 miles, £1,000. **JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457.

1956, June, **LEYLAND** Octopus 8-wheeler, well maintained, £1,500. Hipwood and Grundy, Ltd., Farnworth, near Bolton. Phone, Farnworth 2011. 905-249

1956 **LEYLAND** Octopus 8-wheeled double-drive gear, reconditioned, £2,250. **J. GREEN AND SONS LTD.**, Brierley Hill, Staffs. Phone, Brierley Hill 77072.

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August 1949, £225. Edwarde 2572. 905-409

1952 **LEYLAND** Octopus 8-wheeler, 1/38, Byron 3209 or Chaffton St. Giles 2554. 905-470

1952 **LEYLAND** Octopus 8-wheeler, 24-ft. drop-side, excellent condition, £1,050. Phone, 905-350. 905-3626

TWO **LEYLAND** Comet 90%, 1952, excellent condition. Box CM041, care of "The Commercial Motor". 905-443

MAUDSLAY

CHOICE of two **MAUDSLAY** 8-ton diesel trucks, excellent running order and tyres, ready for work, £250 each. Phone, Barry 765. 905-24

1949 **MAUDSLAY** 8-wheel double-drive, 9.6 engine, 9.6 platform, £350. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188.

1951 **MAUDSLAY** 8-wheeler, 9.6, £400. Byron 3209 or Chaffton St. Giles 2554. 905-468

MAUDSLAY, 8-wheel, 9.6 A.C. engine. **JACKERBY AND CO.**, Maybellis Farm, Ripple Rd., Barking, Essex. Dominion 5583. 905-253

MORRIS AND MORRIS-COMMERCIAL

1957 **MORRIS** LCF0 2-ton diesel van, painted blue, unwritten, one owner, very good condition, £450. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath, Surrey. Phone 4221. 905-150

PALMERSTON OF KINGSTON,
MORRIS AND MORRIS-COMMERCIAL RETAIL
DEALERS.

RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD., 75-79 Penrhyn Rd., Kingston 5618. 905-397

MORRIS 3-ton normal-control diesel truck, July, 1954. Genuine 6,000 miles, as-new condition, £400. T. J. Roberts, Square Farm, Mitchel-Troy, Monmouth. 905-3601

Used Goods Vehicles (contd.)

RENAULT

GORDON KING MOTORS, LTD.

SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high-roof models, standard body (available with side-loading doors), pick-up with tilt, also 8-seater passenger vehicle, available for early delivery. Demonstration vehicles available now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 905-328

SCAMMELL

PARADISE MOTORS Gedred Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton **SCAMMELLS** and 25-ton low-loader trailers, new cab and latest-type bonnets and wings.

SEDDON

NEWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone, 59441.

SEDDON distributors for Monmouthshire. 905-101

1956 **SEDDON** Mk. 5L, 16-ft. 6-in. drop-side truck with canopy tilt, unladen weight 3 tons 4 cwt. £450. Coffey and Edwards, Nottingham 46674. 905-120

CLEARANCE SALE OF USED SEDDONS

1952 **SEDDON** diesel 5L drop-side truck, good condition.

1953 **SEDDON** 8-ton 20-ft. drop-sider, any offer.

1954 **SEDDON** diesel 8-ton 20-ft. drop-sider, choice of three at slashed prices.

1955 **SEDDON** diesel 5L platform truck.

ROOM wanted, any reasonable offer accepted.

RYLAND GARAGE, LTD.

MIDLAND DISTRIBUTORS.

RYLAND GARAGE, LTD.

RYLAND STREET,

Off Broad Street,

BIRMINGHAM, 16.

Edgbaston 4501-5.

905-174

1955 **SEDDON**, £145. Phone, Yeovil 2091. 905-80

1952 **SEDDON** 3-ton P4 platform lorry, £250.

1949 **SEDDON** 6-ton P6 long-wheelbase flats, from £125, or terms.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 905-266

HUNTER VEHICLES, LTD.

CROWN WORKS,

290 SOUTHUBURG ROAD,

ENFIELD.

1955 **SEDDON** 6.7-ton platform, good tyres, excellent condition, one owner.

1956 **SEDDON** light-alloy boxvan and cab, P6, 6.7-ton, near-side shutter, tailboard, tail-shutter to rear, plain grey, one owner, excellent condition.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

905-365

1953 **SEDDON** diesel truck, £195.

CARMO, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 905-290

BENTLEY BROS. (SHEFFIELD), LTD.

71 THE WICKER, SHEFFIELD, 3.

Phone, 29281.

VAUXHALL AND BEDFORD MAIN DEALERS.

1952 **SEDDON** 6.7-ton long-wheelbase, drop-side truck, reconditioned Pb engine six months ago. 905-125

1955 **SEDDON** long-wheelbase chassis and cabs, Perkins diesel engines, one private owner, £125 each. Norman Walker (Machinery), Ltd., Anlaby, Hull. 905-253

SENTINEL

1950 **SENTINEL** 7-ton diesel, 18-ft. platform, replacement engine, not yet run in, excellent. £345.

LEGENT GARAGE, High St., Poiters Bar. Phone, 2139, 9810. 905-36

SENTINEL 8-ton 18-ft. 6-in. flat, diesel, registered June, 1954, good condition, viewed by appointment. Dixie Rubber Co., Ltd., Rochdale 4464. 905-251

SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 905-267

1954, December, **SENTINEL** 6-wheel platform truck.

HAMPTON GARAGE, 106 Hampton Rd., Hampton, Middlesex. Phone, 2511-3. 905-307

1954, SENTINEL 6-wheel tipper, A.E.C. 775 engine, first-alloy body, twin-rim under-floor gears. Eaton 18000 2-speed axle.

1951 **SENTINEL** 6-wheel lorry, reconditioned 4-cylinder DI engine.

K AND P (COMMERCIALS), LTD., Colshill House, Atherton. Phone, Atherton 2481-2-3. 905-113

USED VEHICLES

LEYLAND Comet S/F/C short-wheelbase chassis-cab.

BEDFORD 7-ton normal-control diesel tipper, single-speed axle, 9.00 x 20 tyres, three-piece wheels.

BEDFORD 35-cwt. diesel drop-side truck.

April 21, 1961—THE COMMERCIAL MOTOR 51

(Supplement)

Used Goods Vehicles (contd.)

STANDARD

Standard Wanted

DIESEL Vanguard truck. Price and particulars to **Richards**, Hermitage Farm, Moulsoe, Newport Pagnell. 905-3223

TROJAN

1958 **TROJAN** 1-ton van, cheap to clear, accident damaged, engine untouched. £100. **STELLERS AND BATTY**, Fengate, Peterborough. Phone, 905-108

UNCLASSIFIED

PHOENIX MOTOR CO. (SURREY), LTD.

SUTTON

VAN AND TRUCK SPECIALISTS.

Commer E.D.V., Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition, from £1,000. P.B. terms, cash prices. Early delivery on all new Commer and Karrier models. Extensive specialized coachwork service and parts departments.

HIGH STREET, SUTTON, SURREY

Phone, 2016. P.B. Ex (20 min. Victoria—rail or road.) 905-674

A⁺

H. WINFIELD (WALSALL), LTD.

WOLVERHAMPTON STREET

WALSALL.

SURPLUS TO OUR REQUIREMENTS.

30 COMMERCIAL VEHICLES

OF ALL TYPES.

LYLAND, FODEN, ATKINSON, BEDFORDS.

YOUR INSPECTION INVITED.

YOUR VALUATION PLEASE.

MUST BE SOLD.

NO REASONABLE OFFER REFUSED. 905-9891

HANGERS.

SELECTED USED COMMERCIALS.

BEDFORD UTILABRAKE, 1958, 2-tone blue, 12-seater. £359.

TRADER 108-in. tipper, 1958, 6-cyl. petrol, 5-cu.-yd. steel body. £295.

THAMES 4D truck, 1960, long-wheelbase 3-ton drop-side body, speedo 10,000, £625.

THAMES Trader, 1957, 6-cyl. diesel truck, 5-ton platform, red-black. £475.

COMMER Luton van, 1954, 3-ton diesel, 950-cu.-ft. capacity. £325.

TRADER 108-in. wheelbase, 1958, 5-cu.-yd. steel bodied tipper, 6-cyl. diesel. £365.

LAND ROVER, 1960, green, undersealed, many extras, speedo 4,500 miles. £545.

Many others to choose from. All new **Thames** commercials now available.

HANGERS.

FORD DISTRIBUTOR,

BROAD ST., BIRMINGHAM.

MID 7131

WOLVERHAMPTON ROAD, WARLEY

BEA 4501

SIX WAYS, ERDINGTON

ERD 6206

905-9927

JEFFREYS COMMERCIAL MOTORS

OFFER

NEW VEHICLES

FOR

IMMEDIATE DELIVERY.

LEYLAND Comet S/F/C short-wheelbase chassis-cab.

BEDFORD 7-ton normal-control diesel tipper, single-speed axle, 9.00 x 20 tyres, three-piece wheels.

BEDFORD 35-cwt. diesel drop-side truck.

USED VEHICLES

LEYLAND Octopus 8-wheeler tinner with Pilot gear and alloy body.

ALBION Reiver long-wheelbase with Leyland engine, new platform body.

ALBION Reiver long-wheelbase platform truck.

LEYLAND Octopus 8-wheeler platform.

BEDFORD S-type long-wheelbase tinner.

JEFFREYS COMMERCIAL MOTORS

NEATH ROAD,

Phone, SWANSEA 72415 (three lines)

905-551

633

Used Goods Vehicles (contd.)

C. L. AND H. L. B. LUNDELL, LTD.
AUSTIN, DODGE MAIN DEALERS.

TIPPERS.

1959 COMMER TS4, 7-tonner, 9.00 x 20 tyres, 5-speed gearbox, £875.
1957 AUSTIN diesel, 5-ton short-wheelbase, as new throughout, £625.
1956 SCAMMELL Scarab, and 45-yd. power tipper, petrol engine, £175.

TRUCKS.

1960 AUSTIN 7-tonner, all extras, 6,000 miles on a new engine, £890.
1958 AUSTIN 7-ton drop-side truck, highly recommended, £700.
1958 COMMER 7-ton TS3, all brakes, 5-speed gearbox.
1957 COMMER 7-ton TS3, drop-side truck, good condition, £675.
1956 BEDFORD 7-ton flat platform, R6 engine, choice of two, £350.
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.
1956 COMMER 4D 3-tonner, good condition, choice of two, £325.
1955 GUY Otter 6-tonner, P6 engine, 2-speed axle, £290.
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.
1948 ALBION 8-wheeler, good condition, choice of two, £385.
1948 ATKINSON 8-wheeler, good condition, 6.6W engine, choice of two, £500.
1948 ALBION 8-wheeler, good condition, choice of three, £300.
1947 FODEN 7-tonner, LW engine, £345.
1947 E.R.F. 7-tonner, LW engine, £345.
1953 DODGE 5-tonner, P6 engine, £225.
1944 LEYLAND Beaver, fair condition, body, good mechanically, choice of two, £245.
1946 LEYLAND Beaver, good condition, £325.
1940 A.E.C. 8-wheeled chassis and cab, 7.7 engine, needs tidying, £225.
1950 BEDFORD 5-ton OL model, average condition, choice of three, £75.

ARTICULATED VEHICLES.

1956 SCAMMELL Scarab with 20-ft. trailer, petrol engine, choice of two, average condition, £200.
1948 BEDFORD-SCAMMELL tractor unit, petrol engine, fair condition, £90.

VANS.

1953 COMMER 3-ton van, with side loading doors, new tyres, £175.
1951 As above, but requires tidying, £75.

CANTERBURY 5476.

FOLKESTONE 51988.

A SHFORD (KENT) 99.

AFTER 6.30 P.M. LITTLEBOURNE (KENT) 318.
905-401

MARSHALLS (CAMBRIDGE) LTD.

OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES:—

AT

AIRPORT GARAGE, NEWMARKET ROAD,
CAMBRIDGE.

Phone: Cambridge 56291.

1960 AUSTIN A55 van, blue, £375.
1959 AUSTIN 702 7-ton long-wheelbase platform truck, £700.
1959 THAMES Trader 6D 7-ton long-wheelbase platform truck, £700.
1959 BEDFORD Busette, fitted heater, £400.
1958 BEDFORD Busette, fitted heater, £350.

AT

63 BRIDGE STREET, PETERBOROUGH.
Phone: Peterborough 66011.

1960 AUSTIN A152 Omnicar, heater, 9,000 miles, £850.
1959 AUSTIN 3-ton forward-control diesel drop-side truck, £575.
1958 BEDFORD 6-ton drop-side truck, £600.
1940 FODEN 6-ton truck, £250.

AT

120 GOLDINGTON ROAD, BEDFORD.
Phone: Bedford 68386.

1958 AUSTIN short-wheelbase Gipsy, soft top, petrol, £310.
1957 THAMES Trader 5-ton 6D truck, £545.
1956 FORD 3-ton 4D truck, £330.
1956 FORD 5-ton 4D truck, £340.
1955 FORD 3-ton 4D long-wheelbase tipper, £385.
1955 BEDFORD 30-cwt. van, £210.
1954 MORRIS 10-cwt. forward-control van, £97 10s.
905-5

Used Goods Vehicles (contd.)

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS.
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock.
TRADE for Gloucestershire, Wilts, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mercury Mark II long-wheelbase chassis and cab, all brakes, on 10.00 x 20 14-ply tyres, £2,615.

BEDFORD 7-ton 46SCI, normal control, Bedford 300 B engine, 2-speed, 4-speed, 9.00 x 20 12-ply to front, complete with Telehoist tipping gear and wood drop-side body, £1,566 10s.
BEDFORD 10-ton KF41 tractor unit, Bedford 300 diesel engine, all brakes, 2-speed, 8.25 x 20 14-ply tyres, £1,345 10s.

BEDFORD 7-ton KFTC8 chassis and cab, complete with Telehoist tipping gear and steel body, on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £2,024 9s, 6d.

YORK DW2 12-ton 4-ft. vacuum-brake semi-trailer, 2-ft. headboard, £881 14s.
YORK DW2 12-ton 20-ft. vacuum-brake semi-trailer, 2-ft. headboard, £904 5s.

YORK Freightmaster 1B4, 26 ft. long, 8 ft. 6 in. high, £1,955 10s, 6d.

YORK TW2 20 ft. tandem axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres, 2-ft. wood headboard, 2-speed landing gear, £1,775.

HANDS 30-ton 20-ft-in-the-well low-loader with Thompson 4-ton winch, £2,190.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, £750.

BRISTOL 1953 8-wheeler long-wheelbase platform, £725.

BEDFORD 1956 7-ton Balco extended 20-ft. platform, with Bedford 300 diesel engine, £650.

BEDFORD 1953 5-ton petrol 800-cu.-ft. boxvan, £325.

DODGE 1955 7-ton long-wheelbase drop-side, good tyres, £325.

BEDFORD 1954 3-ton A-type boxvan, petrol, £250.

AUSTIN 1952 Loadstar, petrol, 1,200-cu.-ft. pantechnicon, £250.

BEDFORD 1957, Comet engine, 7-ton long-wheelbase platform, £575.

COMMER 1955 25-cwt. van, good condition, £150.

SENTINEL 1955, fitted with Gardner 5LW, vertical in the cab, missing prop. shaft, cheap to clear, £400.

A.E.C. Mercury, 1955, 20-ft. platform body, in good condition throughout, £725.

ALBION Reiver, 1956, 21-ft. aluminium framed platform body, standard coachbuilt cab, in exceptionally good condition throughout, £800.

BEDFORD 1955, A-type 5-ton long-wheelbase platform, £250.

B.P. 96, good condition and ready for work, £300.

B.M.C. 1956, 7-ton long-wheelbase, B.M.C. diesel, £300.

EDFORD 1954, 7-ton long-wheelbase, petrol, platform, £600.

B. 1955, 7-ton long-wheelbase, platform, £125.

BEDFORD, 1954, 7-ton long-wheelbase, platform, £125.

BEDFORD, 1954, 7-ton long-wheelbase, platform, £250.

TIPPERS.

A.E.C. Mercury Mark II, 1956, Pilot twin underbody, wood gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.

BEDFORD 1955 A-type 5-ton P6 standard wood body tipper, £400.

E.R.F. 1949 4LW Gardner, standard wood body tipper, very careful operators, £750.

B.M.C. 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.

EDFORD 1954, 7-ton long-wheelbase, R6, U-shaped steel body tipper, good condition, £450.

EYLAND Comet, ECO/2/4R, 1957, normal control long-wheelbase tipper, Pilot twin-race gear and wood drop-side body, in good condition throughout, £1,100.

BEDFORD, 1958, Comet engine, 7-ton long-wheelbase double-drop-side end-tipper, good condition throughout.

A.E.C. Mammoth Major 8-wheeler, 1954, 9.6

A.E.C. engine recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £4,600.

A.E.C. Mammoth Major 8-wheeler (December 1959), 9.6 engine, double drive, wood body tipper, in exceptionally good condition throughout, £2,150.

TRAILERS AND ARTICULATED.

ALBION Chieftain Scammell, 1956, tractor unit, complete with Scammell 10-ton 23-ft. platform trailer, in good condition throughout, £750.

BEDFORD 1952, RD 6D, Diesel, 10-ton semi-low loader, two oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £550.

E.R.F. 1946, Gardner SLW tractor unit, in exceptionally good condition throughout, £4,500.

YORK DW2 1952, 7-ton 20-ft. drop-side body, £1,000.

DOLLIES. To convert S.A.E. coupling semi-trailers to full trailers; these dollies are for Freightau and are suitable for practically all S.A.E. type semi-trailers, £200 each.

BEDFORD, 1955, A-type tractor unit, petrol engine, £125.

BEDFORD, 1946, articulated van, this is a low loading car transporter, combined with workshop and lift-up section of the side, has great possibilities for display van, etc., the tractor unit not particularly good mechanically, £325.

CRANES.

NEW Coles 10-ton Revin diesel-electric crane, 40 ft. cantilever 12-ton, £7,750 complete.

HARRY DANDO,

VAUXHALL MAIN DEALERS.

WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

Used Goods Vehicles (contd.)

CARMICHAEL FOR YOUR COMMERCIALS.

PHONE, KEMPSEY 439 AND 417.

NEW VEHICLES FOR IMMEDIATE AND

EARLY DELIVERY.

LEYLAND Octopus tipping chassis and cab.

LEYLAND Super Comet long-wheelbase chassis and cab.

AUSTIN 5-ton forward-control diesel drop-side truck.

COMMER 7-ton forward-control diesel drop-side truck.

GOOD CLASS SECOND-HAND VEHICLES AT

SPECIAL REDUCED PRICES.

B.M.C.

1960 AUSTIN 7-ton diesel all-steel tipper.

AUSTIN 7-ton long-wheelbase all-alloy drop-side.

1958 AUSTIN 7-ton long-wheelbase platform truck.

1956 AUSTIN artic. unit, Tasker coupling.

1954 MORRIS 5-ton forward-control petrol platform truck.

ALBION.

1955 ALBION Chieftain forward-control diesel long-wheelbase all-alloy drop-side, choice of two.

ALBION Reiver 6-wheel double-drive alloy platform long-wheelbase.

FODEN.

1959-60 FODEN forward-control diesel (2-stroke engine just checked at works), long-wheelbase drop-side truck, 10.00 tyres.

COMMER.

1960 7-ton TS3, forward control, drop side.

1957 5-ton TS3, forward control, drop side.

1955 5-ton, Perkins, normal control, drop side.

BEDFORD.

1956 BEDFORD 7-ton, forward control, long-wheelbase, diesel, drop-side.

1950 BEDFORD 5-ton 3-way tipper petrol truck.

FORD.

1959 Thame Trader 7-ton, diesel, drop side, long-wheelbase.

1955 Thame 7-ton, normal control, diesel, drop side.

SEDDON.

1954 SEDDON 7-ton forward-control long-wheelbase platform truck.

1954 SEDDON 3-ton, forward control, diesel, drop-side.

TERMS ARRANGED ON ALL ABOVE VEHICLES.

KINDLY INSPECT OUR STOCK BEFORE PURCHASING.

VEHICLES ARRIVING WEEKLY.

CARMICHAEL AND SONS (WORCESTER) LTD.

CLERKENLEAP DEPOT.

NR. WORCESTER.

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BEECH'S GARAGE (HANLEY) LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1948 E.R.F. Twin Steer, Gardner 5LW engine, 20-ft. drop-side body, in fair condition.

NEW B.L.C. 10-ton long-wheelbase chassis and cab, in stock, immediate delivery.

1956 ALBION Reiver, Leyland engine, 22-ft. platform body, double-drive, 9.00 x 20 tyres, in very good condition.

1959 August, FORD Thame 6D boxvan, 20 ft. by 7 ft., inside measurements, with flat floor, 9.00 x 20 tyres, in very good condition.

1958 FORD Thame 7-ton twin-race end hydraulic tipper, 16-ft. body, with 3-ft. 3-in. drop-sides, 9.00 x 20 tyres, in very good condition.

1957 E.R.F. 6-wheel, ex-M.O.S., 3,000-gal. fuel refueller, double-drive, winch, 13.50 x 20 tyres, excellent condition.

1955 E.R.F. 5.4 (G), 5LW Gardner engine, 18-ft. drop-side body, 20 tyres, in excellent condition.

E.R.F. 4.4, 4LW Gardner engine, 16-ft. drop-side body, 9.00 x 20 tyres, ex-C-licence user.

FODEN FE14, 4-cylinder engine Foden, 18-ft. drop-side body, Michelin 9.00 x 20 tyres, in excellent condition.

BEFDOR Scammell tractor, Bedford engine, 2-speed rear axle, 5-speed gearbox, with new Scammell 12-ton 3-ft. drop-sided trailer.

BEDFORD 10-ton 3-ft. drop-sided body, repainted.

1957 June, FODEN FE18, 9-ton end tipper, 15 ft. 6 in. by 3 ft. by 7 ft. 6 in. in drop-sided body, in very good condition.

1959 by 4-ft. fixed end hydraulic tipper, 9-ft. 6 in. by 4-ft. 20 tyres, in very good condition.

1960 May, FORD 7-tonner, 14-ft. 6 in. by 7-ft. by 2-ft. 6 in., steel body drop-sided tipper, 9.00

by 20 tyres, in excellent condition.

A.E.C. Matador 4 x 4, ex-M.O.S., in excellent condition.

BEECH'S GARAGE (HANLEY) LTD.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S. on T., 23038 and 23039.

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Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.
OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF USED VEHICLES.
SALES DEPARTMENTS OPEN UNTIL 5 P.M.
SATURDAYS.

VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

TRUCKS.

1958 Thames Trader diesel 3-ton with 11-ft. 6-in. double-drop-side body.
1957 BEDFORD diesel 6-ton forward-control with 16-ft. double-drop-side body.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 BEDFORD 6-ton, 6.5-l. engine, 16-ft. wooden platform.
1955 FORD Thames 4D 5-ton platform.
1958 Thames Trader diesel 3-ton with 11-ft. 6-in. double-drop-side body.
1957 BEDFORD diesel 6-ton forward-control with 16-ft. double-drop-side body.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 BEDFORD 6-ton, 6.5-l. engine, 16-ft. wooden platform.
1954 BEDFORD diesel 5-ton with 14-ft. double-drop-side body.
1953 LEYLAND Comet platform vehicle, 17-ft. 6-in. body, choice of two at Cardiff.
1953 LEYLAND Comet 9.00 x 20 tyres, 16-ft. alloy platform very clean.

TIPPERS.

1959 BEDFORD diesel 6-ton tippers, Anthony gear and bodywork, 10 x 10 tyres, 16-ft. (at Cardiff).
1959 MORRIS 7-ton dropside tippers, 16-ft. 6-in. 20 tyres, single-speed axle, lat. Cardiff.
1958 BEDFORD diesel 6-ton normal-control tippers.
1957 LEYLAND Octopus tippers, Pilot underbody rear, light-alley 14-cu.-yd. body, 9.00 x 20 tyres (at Cardiff).
1957 ALBION Clydesdale tippers, Comet engine, 10.00 x 20 tyres (at Cardiff).
1957 BEDFORD diesel 7-ton tippers, Leyland engine, 5-speed gearbox, drop-side body, 8.25 x 20 tyres (at Cardiff).

UTONS.

1954 LEYLAND Beaver, fitted with aluminium box-van, very clean condition.
IMMEDIATE delivery new BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

ARTICS.

1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton semi-trailers.
1957 ALBION Chieftain 10-ton tractor with 23-ft. 10-ton wooden trailer.
1952 BEDFORD tractor unit with 8-ton 20-ft. double-drive wooden trailer.

HEAVY VEHICLES.

1955-56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.
1955 A.E.C. 8-wheeler.

COMPREHENSIVE RANGE OF NEW BEDFORDS
ALWAYS IN STOCK.

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ARLINGTON MOTOR CO., LTD. 905-67

CAPITAL MOTOR CO., LTD.
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BEDFORD MAIN DEALERS, SCAMMELL
DISTRIBUTORS.

NEW 7K BEDFORDS in stock include:-
7-ton and 7½-ton 18-ft. trucks.

7-ton tippers
3½- and 5-ton trucks.

USED vehicles in stock.

1954 BEDFORD 7-ton Mk. II R6 diesel with platform body, in good, clean working condition.

1954 AUSTIN 5-ton platform lorry, P6 diesel, Marshall's forward-control cab, in good, clean working order.

1957 BEDFORD 15-cwt. Luton van, in excellent mechanical condition, repainted. £345.

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HALE MOTORS (TOTTENHAM), LTD.
THE HALE, N.17.
Tottenham 7771 (four lines).

VANS. BEDFORD passenger chassis with pantechnicon 1,400 c.c. 11.

1956 COMMER express delivery van.

1958 BEDFORD 15-cwt. boxvan, also 1956.

1959 MORRIS 10-cwt. Morris boxvan.

AUSTIN, Ford, Rootes Group.

AVAILABLE for immediate delivery, Ford 15-cwt. van; A.T. 5-ton 6D, 1,650-cu.-ft. Luton van.

COMPREHENSIVE stock always held.

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OSWALD TILLOTSON, LTD.
SUMMIT WORKS, BURNLEY.
Phone 2201-4.

A.E.C. AUTHORIZED DEALERS
MORRIS-COMMERCIAL AND YORK TRAILER
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Phone, Pendleton 2845-6.

KINGSWAY WEST, DUNDEE.
Phone 66336

1957 A.E.C. Majestic, 9.6 engine, air brakes, chassis cab only.
Thames Trader, 6D engine, 17-ft. 6-in. platform body.

1957 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 16-ft. 6-in. platform body.

1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.

BRISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak Grap.

1958 COMMER Major 8-wheeler, 9.6 engine, double drive, 24-ft. 2-platform body.

1959 COMMER TS3, 2-stroke engine, 17-ft. 9-in. drop-sided body.

B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

1958 CARRIMORE 4-wheel trailer, 16-ft. wood platform body.

1958 SEDDON 4LW engine, 2-speed axle, 18-ft. 5-in. body.

1959 ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body, choice of two.

1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.

1959 ALBION Chieftain tractor unit, fifth-wheel coupling.

1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.

1960 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.

1958 (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. 6-in. platform body.

1958 FODEN 8-wheeler 6LW engine, double drive 24-ft. platform body.

1959 (Later) FODEN 8-wheeler 2-stroke engine, single drive, 24-ft. 6-in. platform body, immaculate.

1955 ALBION Chieftain tractor unit with Carrimore semi-trailer.

1958 THAMES Trader, 6D, Balco extensions, 23-ft. 6-in. platform body.

1960 (Later) B.M.C. 7-ton tipper, power steering, 11-ft. 6-in. steel tipping body, immaculate, choice of six.

1958 A.E.C. Mammoth Major 6-wheeler, 9.6 engine, single drive, 23-ft. platform body.

1953 E.R.F. 6-wheeler, 6LW, double-drive tanker.

1957 A.E.C. Mercury Mark II, 7.75 engine, 21-ft. platform body.

1958 ALBION Reiver 6-wheel tipper, Leyland engine, 15-ft. 6-in. tipping body.

1959 DODGE 6-wheeler, Leyland engine, Boys third axle, 22-ft. 6-in. drop-sided body.

ALL INQUIRIES—PHONE OR CALL.

USED VEHICLE DIVISION.

BURNLEY.

Phone, 2201-4.

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COUNTY OAK SERVICE STATION, LTD.
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-67.

1959 BEDFORD Workbus, many extras, one owner.

1959 AUSTIN A35 van, £315.

1958 BEDFORD van, £225.

1958 October, FORD 7-cwt. van, one owner, £285.

1957 BEDFORD Workbus, £265.

1957 STANDARD Vanguard van, £185.

1957 7-ton DODGE diesel tipper, very good condition. 905-455.

PARKER AND SON (AUTOMOBILES), LTD.,

A.E.C. AND DODGE DISTRIBUTORS.

HEAD OFFICE—

ST. MARY'S, BEDFORD.

Phone, Bedford 67741-2.

OFFER A SELECTION OF THEIR

USED STOCK

1960 DODGE (Leyland engine) 8-cu.-yd. tippers, 10,000 miles, choice of two.

1953 DODGE 7-ton medium-wheelbase (2-speed) cattle float, choice of six, £600 each.

1959 STANDARD Atlas 12-cwt. pick-up truck, grey, £350.

1950 DENNIS Jubilant 6 x 4 10-cu.-yd. tippers, choice of two.

1959 LAND ROVER short-wheelbase and long-wheelbase, from £100 (choice of four).

A Comprehensive selection of used vans and pick-ups in stock.

YOUR inquiries are invited for A.E.C., Dodge, Ford, Land Rovers and Standard commercial vehicles, all of which early delivery can be executed.

BRANCHES AT

CLAPHAM, ST. IVES AND FENSTANTON.

April 21, 1961—THE COMMERCIAL MOTOR 53

(Supplement)

Used Goods Vehicles (contd.)

FORD AND SLAGER, LTD.

LEYLAND, ALBION, SCAMMELL

TIPPERS

1960 DODGE 7-ton with Leyland 350 engine, 15 ft. by 4 ft. timber fixed sides.

1956 BEDFORD 5-ton tipper, petrol, 12-ft. steel drop-side body.

1955 DODGE 5-ton, P6, 13-ft. 6-in. by 4-ft. timber drop-side body.

1955 BEDFORD 5-ton tipper, petrol, U-shaped steel body.

1956 BEDFORD 7-ton R6 short-wheelbase forward-control, 11-ft. 6-in. by 4-ft. steel fixed sides.

1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.

1957 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by 2-ft. 6-in. timber fixed sides.

1958 DODGE R6 with Boys third axle, 15-ft. 6-in. by 5-ft. timber with fixed sides; choice of two.

1957 COMMER TS3 7-ton 13-ft. by 3-ft. timber drop-side.

1955 COMMER Q4, P6, 10-ft. timber drop-side.

1958 FORD Trader heavy-duty 5-ton, 6D engine, 12-ft. steel fixed sides.

1954 BEDFORD 7-ton R6 11-ft. 6-in. steel U tipper.

1957 COMMER 7-ton TS3, 12-ft. by 3-ft. timber drop-side.

1951 SEDDON 6-ton P6, 13-ft. by 4-ft. timber, fixed sides.

1959 LEYLAND Comet Model ECOS2/2R with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed sides with timber extension.

1958 COMMER TS3 7-ton Boys third axle, 18-ft. by 4-ft. timber fixed sides.

1954 BEDFORD 7-ton G.M.C. engine, 10-ft. 6-in. steel U body.

PLATFORM.

1957 COMMER TS3, 19-ft. timber drop-side.

1956 BEDFORD 7-ton R6, 16-ft. timber flat.

1955 BEDFORD normal-control 16-ft. 6-in. timber flat.

1955 DODGE 6-ton, P6, 16-ft. timber drop-side.

1957 SEDDON 6-ton, 7-ton TS3, 16-ft. 6-in. timber drop-side.

1952 E.R.F. 6-wheel, 24-ft. timber drop-side.

1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.

1956 ALBION Reiver 22-ft. timber flat.

1953 THORNYCROFT, 18-ft. timber double-drop-side.

1952 BEDFORD forward-control 7-ton, G.M.C. engine, 16-ft. 6-in. timber flat.

1958 COMMER 7-ton TS3, 16-ft. 6-in. timber drop-side.

1954 DODGE 5-ton P6, 16-ft. 6-in. timber flat.

1954 BEDFORD 6-ton 16-ft. timber drop-side.

1954 FORD Thaxes 3-ton 4D 14-ft. 6-in. timber flat.

1960 LEYLAND Comet Model CS3/3R, hub reduction in axle, 20-ft. timber drop-side.

1957 A.E.C. Mercury with third axle, 21-ft. 3-in. by 1-ft. 9-in. timber drop-side.

1948 FORD Thaxes 4D, 16-ft. 6-in. timber drop-side.

1958 BEDFORD 7-ton, G.M.C. engine, 16-ft. timber flat.

1958 AUSTIN 5-ton 14-ft. 3-in. timber flat.

1955 BEDFORD 7-ton R6 16-ft. alloy and timber drop-side.

1954 LEYLAND forward-control medium-wheelbase 16-ft. 6-in. alloy flat.

1958 ALBION Chieftain Model CHAL 16-ft. 6-in. alloy-framed timber flat.

1953 LEYLAND Model ECOS2/1R 16-ft. 6-in. timber flat.

1956 COMMER 7-ton TS3 16-ft. timber drop-side.

1955 ALBION Chieftain 18-ft. alloy flat.

1954 BEDFORD 7-ton petrol 15-ft. by 2-ft. timber drop-side.

TRACTOR UNITS.

1958 LEYLAND Comet Model ECOS2/8R, Scammell tractor unit.

1958 B.M.C. Scammell tractor unit.

1957 BEDFORD tractor unit, Meadows engine, with 2-ft. 6-in. Scammell trailer.

1958 FORD Trader artic., 7-ton, 22-ft. Carrimore non-detachable trailer.

VANS.

1955 BEDFORD 7-ton, 16-ft. 6-in. by 7-ft. 6-in. boxvan body.

TRAILERS.

NEW 12-ton 25-ft. Scammell automatic-coupling semi-trailers available as chassis only, platform or drop-side, 9.00 x 20 (14-ply) tyres, immediate delivery.

P.S.V.

1947 BEDFORD 30-seater coach.

TIPPING GEARS.

EDBRO and Pilot tipping gears in stock for immediate delivery.

FORD AND SLAGER, LTD.

LEYLAND, ALBION,

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RUFFORD MOTOR CO., LTD.
COMMERCIAL VEHICLE DISTRIBUTORS AND
COACHBUILDERS.

OFFER for early delivery new E.R.F. and Dodge trucks.
ALSO immediate delivery of:—

NEW ALBION Caledonian 8-wheel 22-ft. alloy tipper.
NEW A.E.C. 8-wheel double-drive hydraulic tipper.
Large alloy body, 9.6 engine.
NEW DODGE 8-ton twin-steer, Leyland engine, 16-ft.
hydraulic tipper.
NEW DODGE 8-ton hydraulic tipper, new Perkins
engine, immediate delivery.
NEW DODGE York 19-ft. tipper, Leyland engine,
immediate delivery.
NEW DODGE Perkins 7-ton short-wheelbase hydraulic
tipper.

1957 ALBION Reiver 22-ft. drop-sided truck.
Leyland engine.

1955 ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C.
engine.

1953 ATKINSON 6-wheel 24-ft. flat, Gardner.

1949 A.E.C. 8-wheel 24-ft. flat.

1956 SEDDON artic, fitted 5-LW engine and 22-ft.
van body, fifth-wheel coupling.

1954 A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6
engine, 14-ft. hydraulic tipping trailer, clean
condition.

1953 FODEN 8-wheel tipper, Gardner, 23-ft. new
steel body, resprayed.

1946 ATKINSON 9-wheel double-drive tipper.

1952 VULCAN short-wheelbase hydraulic tipper.
4-LW engine, resprayed.

1954 ATKINSON 4-LW 15-ft. hydraulic tipper.

1955 BEDFORD 7-ton long-wheelbase 15-ft. alloy
tipper, R9 engine.

1956 BEDFORD long-wheelbase 5-ton A-type drop-
side truck.

1949 BEDFORD long-wheelbase 5-ton hydraulic
tipper, 15-ft. drop-sided body, new P6 engine.

1948 DODGE 7-ton R6 15-ft. hydraulic tipper, new
engine.

1953 FORD Trader long-wheelbase hydraulic
tipper, 20,000 miles.

1958 FORD 7-ton Trader, flat.

1956 FORD D long-wheelbase truck, new engine.

1956 FORD D steel-bodied tipper, very clean.

1950 LEYLAND Comet 18-ft. flat.

ALL TYPES OF BODIES BUILT IN WOOD AND
ALLOY.

HIRE-PURCHASE, LOW DEPOSIT AND PART-
EXCHANGE.

MILE HILL GARAGE,
CHESTERFIELD ROAD NORTH,
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C H A N D L E R S M O T O R S , L T D .
ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.

1,900-CU.-FT. 1953 GUY P6 diesel pantechnicon,
good condition, £445.

1,220-CU.-FT. 1950 SEDDON P6 diesel pantechnicon
in really first-class order, C-licence operator.
£275.

1,200-CU.-FT. 1954 AUSTIN petrol pantechnicon,
C-licence operator, good condition, £300.

1,150-CU.-FT. 1954 BEDFORD 7-ton drop-side
van, in excellent condition, £340.

1,100-CU.-FT. 1954 BEDFORD 5-ton petrol pante-
chnicon with drop well, £340.

583-CU.-FT. 1956 MORRIS diesel Luton side loading,
£345.

TRUCKS and units.

1959 BEDFORD 4-ton 200 diesel truck, choice of
two, in first-class order, from 13,000 miles,
£465.

1958 FORD 4-ton Thames Trader, diesel, excellent
vehicle, £365.

1956 BEDFORD 5-ton petrol tipper, £320.

1955 AUSTIN 7-ton platform with power steering and
Eaton 2-speed axle, £340.

1955 DODGE 1-ton petrol tipper, 6-cu.-yd. drop-
side steel body, in good condition, £240.

1955 AUSTIN 1-ton diesel truck, very good con-
dition, £325.

1954 ALBION 6-ton diesel truck, alloy body, in
excellent condition, ex-brewery, £290.

1953 AUSTIN Loadstar P6 diesel truck, £175.

1955 BEDFORD 8-ton Scammell unit, £180.

SEDDON 3-ton P4 diesel platform, ideal for a
coachman, £180.

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H. TAYLOR AND CO. OFFER:—

1957 (November, 1958) MORRIS 30-cwt. diesel van,
£425.

1959 Thames 15-cwt. van, cream, one owner, £295.

1959 September, BEDFORD 15-cwt. long-wheelbase
van, grey-maroon, 19,000 miles, £295.

1957 COMMER express delivery van, green, £250.

1955 ThAMES 2-ton 4D van, can be used as mobile
workshop, open glass roof, £150.

1955 DENNIS Par van, P6 engine, £75.

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Used Goods Vehicles (contd.)

GARLICK BURRELL AND EDWARDS, LTD.

188 REGENT ROAD,
LIVERPOOL, 20.

BEDFORD BEDFORD BEDFORD BEDFORD.

THIS WEEK WE OFFER THE FOLLOWING SELECTION
FROM OUR COMPREHENSIVE STOCK OF

USED TIPPERS, TRACTORS AND FLATS.

TRACTORS AND TRAILERS

TWO 1953 BEDFORD 8-ton Scammell P6 diesel tractor
units, in very good condition indeed for the year.
£175 each.

AVAILABLE FOR IMMEDIATE DELIVERY.

FOUR new Scammell 12-ton 25-ft. platform trailers,
fitted Michelin tyres, rubber rear mudguards.

TIPPERS.

1955 DODGE short-wheelbase tipper, P6 diesel
engine, 5-speed gearbox, 2-speed axle, good
tyre equipment.

1958 18-ft. 9.00 x 20 tyres, 3-ft. sides.
COMMER TS3 long-wheelbase tipper, 15-ft.

1955 all-metal drop-side body, twin-ram gear, £375.

1960 BEDFORD 5-ton 300-cu.-in. diesel long-wheel-
base tipper, 12-ft. 6-in. body, single-ram tipping
gear, low mileage, guaranteed.

BEDFORD 5-ton long-wheelbase tipper, single-ram gear,
12-ft. 6-in. body, fair condition, cheap.

1955 BEDFORD 7-ton short-wheelbase U-shaped all-
metal-bodied tipper, fitted B.M.C. diesel engine
and gearbox, £375.

TRACTORS

1957 BEDFORD 7-ton long-wheelbase flat, fitted
Leyland diesel engine, one owner.

1955 BEDFORD 7-ton long-wheelbase platform truck,
diesel, excellent tyre equipment, cheap.

1951 ALBION Chieftain 17-ft. 6-in. flat.

1953 As above.

1959 BEDFORD 7-ton 300-cu.-in. diesel platform
truck, standard body.

1958 BEDFORD 7-ton long-wheelbase platform truck.

1958 22-ft. 9.00 x 20 14-ply tyres, 2-speed axle, first-class
condition throughout.

BEDFORD O-type with insulated meat container body,
£195.

1957 BEDFORD 300-cu.-in. diesel 5-ton normal-
control long-wheelbase drop-side truck, £375.

1955 BEDFORD 5-ton normal-control long-wheelbase
platform truck, petrol, £165.

1952 BEDFORD O-type long-wheelbase platform
truck, £125.

1953 SEDDON P6 5-speed box, long-wheelbase

1953 MORRIS 25-cwt. petrol platform truck with
canopy roof, high front and rear loading boards,
in 1958 condition.

WE ALWAYS HAVE A LARGE STOCK OF VANS,
CONVERSIONS AND PICK-UPS AVAILABLE AT ALL
PRICES.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS
AT YOUR PREMISES, DISTANCE NO OBJECT, AT
ANY TIME TO SUIT YOUR OWN CONVENIENCE.

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD,

LIVERPOOL, 20.

Phone, Bootle 4343.

905-546

PENFOLD MOTORS.

MAIN BEDFORD DEALERS.

NEW BEDFORD TK 10-ton tractor unit with 25-ft.
Scammell trailer, immediate delivery.

NEW BEDFORD TK 7-ton long-wheelbase drop-side
truck, 350 diesel, immediate delivery.

NEW BEDFORD TK 7-ton extra-long-wheelbase diesel
drop-side truck, 3-speed axle, immediate delivery.

NEW BEDFORD JO pick-up, petrol, immediate delivery.

1960 LEYLAND Comet artic, unit complete with
BEDFORD TK 7-ton long-wheelbase drop-side truck, 3-speed axle, £1,750.

1958 BEDFORD TK 7-ton long-wheelbase drop-side
truck, 3-speed axle, £1,750.

1957 BEDFORD D4A1 reconditioned, complete
with Scammell gear, £500.

1955 COMMER 7-ton TS3, £465.

PENFOLD MOTORS.

2-22 BURNT ASH ROAD,

S.E.12.

Lee 1202.

905-444

BARRETT'S OF CANTERBURY.

AUSTIN EAST KENT DISTRIBUTORS.

AUSTIN 1-ton diesel van, LDO4, forward control, list.

AUSTIN 1-ton petrol van LD4, forward control, list.

AUSTIN 2-ton forward-control chassis-cab, T200 petrol,
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1956 ALBION Reiver, drop-side.

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ROOTES MAIN DEALERS.

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OFFER FOR IMMEDIATE DELIVERY:—

NEW COMMERCER 10-ton chassis-cab, TS3 diesel, 13-ft. 6-in. wheelbase with Unipower 6-wheel conversion for 21-ft. 6-in. body, 9.00 x 20 tyres, 5-speed box, with Eaton 2-speed axle.

NEW COMMERCER 10-ton chassis-cab, TS3 diesel, 11-ft. 9-in. wheelbase with Unipower 6-wheel conversion for tipping chassis, 9.00 x 20 tyres, 5-speed box.

NEW COMMERCER 7-ton 13-ft. 6-in. chassis-cab, 5-speed box, air brakes, heater.

NEW COMMERCER 7-ton 13-ft. 9-in. chassis and cab, TS3 diesel, 9.00 x 20 tyres, 5-speed box, air brakes.

NEW COMMERCER 7-ton 13-ft. 9-in. wheelbase chassis-cab, 5-speed box, medium diesel engine.

NEW COMMERCER 7-ton super-capacity van, petrol or diesel engine, in primer.

NEW COMMERCER 15-cwt. van, high-top vans, bottle boats, driveway front end, choice of petrol or diesel.

NEW COMMERCER Cabs and express delivery vans, choice

NEW KARRIER Bantam 10-ft. 2-in.-wheelbase chassis-cab, diesel engine.

NEW KARRIER Bantam 2-ton tipper, complete, petrol engine.

1956 COMMERCER TS3 tipper, complete, reconditioned engine, one owner from new, £775.

1954 August, BEDFORD 5-ton short-wheelbase

1955 tipper with diesel engine, £325.

1955 BEDFORD 7-ton long-wheelbase platform truck, £300.

ANCHOR MOTORS, CHESTER. 905-87

DINNAGES GARAGES, LTD.

MAIN FORD DEALERS,

MIDSUSSEX.

OFFER THE FOLLOWING:—

AUSTIN B.M.C., fully forward control, alloy platform bodywork, 1955-56 model, in excellent order, one owner, £395.

BEDFORDS, diesel, long-wheelbase, 1955, very clean

B and in excellent condition, £335.

1954 7-cu-yd. BEDFORD diesel tipper.

1956 7-cu-yd. BEDFORD diesel tipper.

BEDFORD Luton vans, from £25.

BEDFORD Luton van, £50.

DINNAGES, Wivelsfield Rd., Haywards Heath, Sussex. Phone, Haywards Heath 1466-78. 905-182

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

MAIN retail dealers for Austin commercial vehicles and sole distributors for Thornycroft commercial vehicles for London, Home Counties north of the Thames.

1951 GUY Otter, 4LK Gardner engine, 1,500-cu.-ft. remould tyres.

1956 AUSTIN 3-ton forward-control diesel 1,500-cu.-ft. Luton van, body just rebuilt, in primer.

1956 FORD Thames 4D 4-ton 1,100-cu.-ft. Luton.

1956 BEDFORD 7-ton forward-control 10-cu-yd. diesel engine.

1956 BEDFORD 7-ton platform lorry, R6 diesel engine.

1956

HIGHFIELDS GARAGE,

BAKER ROAD,

NEWTHORPE, NOTTINGHAM.

Phone, Kimberley 3161.

S-TYPE BEDFORD-SCAMMELL articulator, 1952 rebuilt with new cab and P6 engine, etc., 1960, with 20-ft. flat trailers.

WILL separate any of the above.

S-TYPE BEDFORD, 1952, rebuilt with new cab and P6 engine, 1960, 17-ft. flat body, etc.

DODGE 7-ton 1955 drop-side 19-ft. truck, new R6 engine.

TRADER medium-wheelbase tipper, 1959, steel body.

AUSTIN 6 x 4, all spares available.

FULL details on application.

905-99

THOMAS S. WHITNEY AND CO., LTD.

MAIN FORD DEALERS,

279-283 SCOTLAND ROAD,

LIVERPOOL, 5.

Phone, North 3191 (10 lines).

1958 THAMES Trader, articulated unit, £500.

1957 BEDFORD 7-ton long-wheelbase, 300 diesel platform truck, two-speed axle, £600.

1956 LEYLAND Comet 7-ton long-wheelbase diesel tipper, alloy drop side, two-speed axle, five-speed gearbox, £75.

1956 AUSTIN B.M.C. 5-ton petrol tipper, £250.

1956 AUSTIN B.M.C. 5-ton diesel drop side, two-speed axle, £475.

1955 November, BEDFORD 7-ton diesel flat, £400.

1957 AUSTIN B.M.C. diesel articulated unit, fifth wheel coupling, two-speed axle, £300.

1954 AUSTIN 3-ton petrol van, fitted for glass carrying, £125.

1954 several cheap tippers and flat lorries from

NEW THAMES Traders for immediate delivery 7-ton

5-ton and articulated chassis-cabs and 10-ft. by 13 ft. in, 6, 7, 8 cu. yd. tippers.

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Used Goods Vehicles (contd.)

DEES OF CROYDON,

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES, MANY COVERED BY A1 WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

BEDFORD, 1959, October 7-ton tipper, 300 diesel 2-speed, £975.

TRADER, 1958, August, 7-ton 160-in. chassis-cab, 9.0 ft. x 20, owner-driven, diesel, £695.

TRADER, 1959, 7-ton 160-in. truck, 6D, £695.

BEDFORD 1955 7-ton diesel truck, £320.

BEDFORD 1953 7-ton truck, petrol, overhauled, £250.

COMMER 1954, December, TS3 diesel flat truck, overhauled, £575.

COMMER 1957 25-cwt. forward-control van, diesel £225.

THAMES 1955 P6 long-wheelbase 5-ton truck, £210.

THAMES 1955 2-ton short-wheelbase truck, reconditioned 4D engine just fitted, £240.

THAMES 1955 3-4-ton diesel truck, well tyred, excellent condition, £275.

STANDARD Atlas 8 1959 van, low mileage, £245.

HUBERT DEES, LTD.

15-19 BRIGHTON ROAD,

SOUTH CROYDON,

Croydon 6011.

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COACHES AND COMPONENTS, LTD.

92-94 STAMFORD HILL, N.16.

Stamford Hill 8444.

1958 FORD Trader, 5-cu-yd. tipper, very good condition, all new tyres.

1957 FORD Trader, 5-cu-yd. tipper, very good condition, all new tyres.

1956 FORD 4D, 1,400 cu. Luton, in very good condition.

1956 BEDFORD petrol boxvan.

WE also have a good range of used BEDFORD 15-cwt. vans and conversions.

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FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

NEW 5- and 7-cwt. Thames vans.

NEW 15-cwt. Thames trucks and vans.

NEW 12-seater Thames buses.

NEW 3- and 5-ton Thames Trader trucks.

NEW Thames Trader Lutons.

NEW 10-12-cwt. MORRIS vans.

NEW 1- and 1½-ton MORRIS vans.

AUSTIN diesel tractor, 8-ton, 23-ft. 9-in. platform tipper, semi-trailer.

1954 BEDFORD 5-ton long-wheelbase truck.

1956 DODGE 2-3-ton tipper.

1956 MORRIS 1-ton diesel van.

Thames Trader 3-ton 4D short-wheelbase vans: choice of several.

905-61

JACKSONS FOR MODERN SELECTED VEHICLES.

1959 Late B.M.C. AUSTIN diesel 5-ton short-wheelbase truck, 2-speed, 1958 model, excellent condition.

1955 FORD 14D, 1,400 cu. ft. truck, two bolts in very good condition.

1955 B.M.C. 3-ton diesel long-wheelbase truck, exceptional condition throughout.

1956 COMMER 25-cwt. diesel van, good condition.

AUSTIN 1-ton van, repainted, in very good condition.

O. T. JACKSON MOTORS, LTD.,

855 NEW WOLVERHAMPTON ROAD,

LANGLEY.

NEAR WOLVERHAMPTON.

Phone, Broadwell 2871-2-3.

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PRAILLS (HEREFORD), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON, AUSTIN, FORD, DODGE.

1960 Thamos Trader 6-ton short-wheelbase steel bodied tipper.

BEDFORD 7-ton Leyland diesel, 2-speed axle, 18-ft. platform body with detachable stock container, complete with steel deck, loading ramp, etc.

1956 A.E.C. Mercury Mark II long-wheelbase tipper, 17-ft. wood body, air brakes.

DODGE 7-ton R6 long-wheelbase tipper.

1954 SEDDON tractor, R6, David Brown 5-speed trailer, 26-ft. 6-in. drop-sided body.

ATKINSON 8-wheeler, 6LW double-drive, 21-ft. alloy body.

1953 PRAILLS (HEREFORD), LTD.,

HOLMER ROAD,

HEREFORD.

Phone, 4221.

905-50

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.
ALBION. LEYLAND. SCAMMELL.
1961 LEYLAND Super Comet long wheelbase.
1961 LEYLAND Super Comet tractor unit.
1959 LEYLAND Comet forward control, platform body, van container body.
1956 ALBION Reiver 6-wheel tipper, detachable trailing axle, tyres good.
1956 ALBION 6-wheel coal tipper, double drive.
1956 LEYLAND Comet 6-wheel normal-control coal tipper, choice of two.
1955 LEYLAND Octopus coal tipper.
1958 FORD Trader 7-ton short-wheelbase tipper, steel body, unmarked, owner-driver.
1957 FORD 7-ton long-wheelbase tipper, Comet engine.
1954 BEDFORD short-wheelbase tipper.
1957 COMMER TS3 tractor unit, Scammell coupling, excellent condition, C licence.
1957 B.M.C. 7-ton short-wheelbase tipper, steel body.
1956 ALBION Chieftain long-wheelbase tipper.
1957 (First Reg.) LEYLAND Hippo, latest type cab, good tyres.
1951-1952 FORD short-wheelbase tippers, diesel, choice of two and 1-ton Scammell trailers, Scammell coupling, choice of pin or slack.
EARLY delivery of new LEYLAND and Albion chassis.
BROWNHILLS MOTOR SALES.
WATLING STREET (A5),
BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 905-433

MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS.

EARLIEST DELIVERY ALL MODELS.

NEW DODGE 3164T 8-ton tipper, 8-cu.-yd, steel body, extras.
NEW DODGE 3137 7-ton diesel tipper, 2-speed axle, 1960 miles, unritten, excellent, £375.
1959 BEDFORD CA van, long wheelbase, 5,000 miles, order, £275.
1958 (Last) THAMES 15-cwt. van, with heater, excellent condition, order, £275.
1958 AUSTIN A101 10-cwt. van, unritten, low mileage, excellent, £255.
1957 DODGE 6-ton diesel tipper, 6-cu.-yd, alloy body, 2-speed axle, £625.
1956 THAMES P6 diesel tipper, steel body, £255.
1956 THAMES 4D 5-ton diesel tipper, 5-cu.-yd, steel body, £360.
1956 DODGE 6-ton short-wheelbase diesel tipper, 1-ton, choice of two, from £565.
1953 DODGE 10.3 P6 tipper, 6-cu.-yd, metal body, £375.
1948 FORD pick-up truck, 10-year tested, £55.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 905-148

SOUTHERN COUNTIES GARAGES, LTD., CRAWLEY, SUSSEX.

A GENTS for Austin, Ford and Standard commercials, a large selection of new and used vans always in stock.
NEW AUSTIN 1-ton van, diesel, in primer.
NEW THAMES 4-ton drop-side truck, 152-in wheelbase.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.
1960 NEW AUSTIN 702 with 7-cu.-yd tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £1,095.
1942 recently overhauled, £275.

CRAWLEY 25666 (FIVE LINES).

905-198

THE NIGHTINGALE ENGINEERING CO., LTD.

A New 10-ton COMMER TS3 S.A.E. tractor, 9.00 x 24 tyre equipment, 24-ft. platform body, as new, choice of two.
1960 A.E.C. 8-wheeler, 9.00 x 24 tyre equipment, 24-ft. platform body, as new, choice of two.
1956 FODEN 8-wheel platform, 5LW Gardner engine, clean vehicle.
1955 THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, ex-C licence operator, one owner, clean vehicle.
WESTERN LANE, London, S.W.12. Battersea 2193. 905-142

CHASESIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.

Phone, Enfield 3456.

1955 AUSTIN 5-ton petrol tipper, good tyres all round, reconditioned engine, two months old, new clutch, back axle just been fitted, £250.
1954 7-ton long-wheelbase DODGE diesel platform truck, 5-speed gearbox, engine completely overhauled, in excellent condition, £375.
1960 2-ton diesel FORD Thames van, 4-cylinder diesel, in excellent condition, one owner, 20,000 miles, £650.
1958 2-ton diesel FORD Thames van, in good condition, £425.
1953 THAMES Cost Cutters 3-ton long-wheelbase truck, £150. 905-235

Used Goods Vehicles (contd.)

W. HAROLD PERRY, LTD.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX

1956 BEDFORD 7-ton 6-cu.-yd tipper, £475.
1956 SEDDON P6 MK. III articulated unit with 10-ton trailer, £995.
1949 SEDDON P6 6-ton platform, £175.
1957 Trader 5-cu.-yd, tipper, £475.
1958 Trader 5-ton platform, £495.
1956 THAMES 4D tipper, £345.
1955 THAMES Luton van, £465.
1956 THAMES 13-cwt. truck, £265.
1956 THAMES 4D tipper, £345.
1954 TROJAN diesel 1-ton van, £265.

HARROW 1031.

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.
AND TO
5.30 P.M. SATURDAYS.

905-150

1960 DODGE P6 7-ton 8-yd. tipper.

1959 THAMES Trader 7-ton 6-yd. fixed-side Anthony tippers, choice of three.
1959 THAMES Trader 7-ton 6-yd. fixed-side Anthony tippers.
1959 BEDFORD 6-ton 6-yd. fixed-side Anthony tippers.
1959 THAMES Trader 7-ton 160-in.-wheelbase drop-side truck, 27,000 miles only, £825.
1958 THAMES 7-ton 160-in.-wheelbase chassis-cab, £575, no offers.

VEHICLES to come:-

1959 THAMES Trader 7-ton 6-yd. fixed-side Anthony tippers, choice of seven.
1959 BEDFORD 7-ton 6-yd. Anthony tipper, short-wheelbase, diesel, £1,000.

NORMAN REEVES (MOTORS), LTD.
215-218 HIGH STREET,
UXBRIDGE, MIDDLESEX.
Uxbridge 33444. 905-208

CAMKIN MOTORS, LTD.
(A STEELS GROUP GARAGE),
SHERBORNE,
DORSET.
Phone, Sherborne 681-2.

ONE 1958 THAMES Trader, long wheelbase, diesel, £625.
ONE 1958 DODGE 5-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £525.
TWO 1957 DODGE 5-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £495 each.
ONE 1956 DODGE 5-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £400.
ONE 1956 BEDFORD 5.6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £400.
ONE 1956 DODGE 4.5-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £275.
ONE 1954 DODGE 5-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £265.
TWO 1954 DODGE 2.5-ton diesel boxvan, £195. 905-223

DJICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton. Beds. offer:-
FORDSON 5-ton dropside truck, hay rack over cab, Perkins P6 diesel engine, good tyre equipment, £14,525.
MORRIS 5-ton petrol dropside truck, new engine, 10.56 x 20 tyres, £225.
FORDSON 4D diesel 6-ton platform truck, bolster, heater, good tyres, 12.7.26, £255.
KARRIERS 3-ton long-wheelbase drop-side truck, taxed, good order, £1,47, £110.
CAMMERS 2-ton drop-side truck, 8.10.45, quick sale, £40.
BEDFORD 10.12-cwt. van, heater, taxed, 1958, £225.
MORRIS 1000 5-cwt. van, passenger seat, grey, J3.3.58, £65.
COMMER 7-ton TS3 diesel, fitted 1,800 cube Luton body, taxed, new engine fitted, 1,500 miles, 1957. £65.
FORD Trader 4D diesel 1.1-ton drop-side truck, 1958, £365.
DJICKINSON AND ADAMS, Luton 51221. 905-221

DARTMOUTH GARAGE,
FOR YOUR
GOOD USED COMMERCIAL.

COMMER 25.30-cwt. 1957 diesel van.

AUSTIN 5-ton drop-side truck, body length 16 ft. 6 in., 1955, diesel, £1,000.
VULCAN 5-ton flat platform truck, body length 16 ft. 6 in., fitted with Perkins P6 diesel engine, well tyred and in good condition.
MORRIS prime mover, 1954, fitted with Sawyer diesel SEDDON 3.4-ton, fitted with Perkins P4 engine, 7 ft. interior height, 7 ft. width, 14 ft. 6 in. length, van, good condition.

OPEN FOR SALES MONDAY TO SATURDAY,
9 A.M. TO 7 P.M.

AUSTIN COMMERCIAL DISTRIBUTORS.

DARTMOUTH GARAGE.

384-386 HIGH STREET,
WEST BROMWICH.
Phone, Wes 2441-6. 905-166

APRIL 21, 1961—THE COMMERCIAL MOTOR 59
(Supplement)

Used Goods Vehicles (contd.)

TILBURY'S (SOTON), LTD.
CENTRAL STATION, BRIDGE ROAD,
SOUTHAMPTON.
Phone, 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIERS MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

1958 BEDFORD diesel 6-tonner, fitted with standard excellent tyre equipment, in good condition both body and mechanicals, choice of two.
1957 7 x 20 tyre equipment, air brakes, one owner, choice of two.
1956 B.M.C. diesel 7-ton, fitted with 17-ft. 6-in. 9.00 x 20 14-ply tyres, body, twin-speed axle, power steering.
1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-licence owner, one driver.
1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.
1955 SEDDON diesel MK. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-licence operator.
1955 LEYLAND Comet '90, one owner, fitted with platform body.
1954 SEDDON diesel MK. 12, fitted with modified platform body, 9.00 x 20 tyre equipment, one C-licence owner.
1953 SEDDON diesel MK. 81, fitted with platform body, good machine.
1952 LEYLAND Comet, fitted with 18-ft. Luton van body, cubic capacity approximately 950, one C-licence owner, very good machine.

ALWAYS IN STOCK. DIESEL PETROL.
VEHICLES FROM £100-£200.

905-197

GILBERT RICE, LTD.
FORD MAIN DEALERS,
HORSHAM, SUSSEX.

1960 FORD 7-ton 7-cu.-yd tipper, £995; choice of two.
1959 B.M.C. 7-ton 7-yd. tipper, 2-speed axle, £850.
1954 AUSTIN Loadstar 3-ton truck, engine completely reconditioned, £300.
1959 MORRIS 2-ton van, £295.
1959 FORD 7-ton 7-cu.-yd. 138-in.-wheelbase tipper.
1956 MORRIS estate car, £395.
1956 FORD 5-cwt. van, £235.
1959 FORD 12-seater, £395.
1959 FORD 7-ton tipper, £895.
1956 FORD 5-cwt. van, £165.
1956 FORD 7-cwt. van, £270.
1959 FORD 7-cwt. van, £270. 905-198

SPURLING MOTORS CITY offer:-

1960 BEDFORD 4-berth caravan.

1959 BEDFORD C.A. Workbus.

1959 BEDFORD Utilabreak special.

1959 THAMES 4D 2-ton van.

1955 BEDFORD (petrol) 1,560-cu.-ft. furniture van.

SPURLING MOTORS CITY, 176-179 Shoreditch High St., London E.I. Shoreditch 8433. 905-131

1956 1956-1957 DODGE diesel 7-ton long-wheelbase platform lorry, 18-ft. body, 9.00 x 20 tyres, 2-speed axle, one C-licence owner, £1,000.
1956 1956-1957 BEDFORDS 300 diesel engine, 5-ton long-wheelbase chassis-cabs, choice of four.
KIRKHAM'S COMMERCIAL MOTORS, Hilton St., Salford, Lancs. Phone, Broughton 2316 and 2437. 905-285

WRAY PARK GARAGES, LTD.

MORRIS DISTRIBUTORS,
REIGATE 2263 (SURREY).

IMMEDIATE OR EARLY DELIVERY ON ALL MODELS.

FOLLOWING MORRIS VEHICLES EX STOCK:-

7-TON long-wheelbase drop-side truck, diesel, 5-speed gearbox, heater, flashers, 9.00 x 20 tyres.

3-TON FG drop-side truck, diesel.

1-TON van, petrol and diesel.

J4 10.12-cwt. van, in primer.

1/2-TON pick-up, grey.

ALL list price, in primer.

GOOD STOCK OF

SECOND-HAND VEHICLES

AS BELOW:-

1959 STANDARD van, blue, passenger seat, 17,000 miles, one owner, £285.

1959 BEDFORD Utilabreak, 14,000 miles, £470.

1958 5-ton tipper, 30,000 miles, new tyres, £575. 905-217

Used Goods Vehicles (contd.)

RUMSEY, L. LTD.

FORD MAIN DEALER,
COMMERCIAL SALES DEPARTMENT,
55-61 VICTORIA STREET,
BRISTOL, 1.

Phone 294441 (10 lines).

USED COMMERCIAL VEHICLES.

ALL REPAINTED AND LETTERED TO SUIT
CLIENTS.

1959 Trader 30-cwt. diesel truck, 11,000 miles only, £695.
1954 BEDFORD 7-ton diesel long-wheelbase truck, £425.
1958 BEDFORD Utilitrade, grey, excellent vehicle, £325.
1951 THAMES 4-ton petrol truck, reconditioned
soliters, 10,000 miles only, special body, two
5-ton 4D THAMES truck, long wheelbase, £100.
1949 3-ton THAMES insulated meat van, 4-cylinder
petrol engine, £225.
1951 3-ton THAMES short-wheelbase ET6 truck,
gantry, £75.
1956 BEDFORD 10-12 van, engine recently over-
hauled, £205.
FORDSON 10-cwt. van, repainted green, ladder rack
and seater, £100.
SEVERAL others from which to choose.

TERMS, exchanges. Contract hire.

NEW COMMERCIAL VEHICLES.

10-12- and 15-cwt. vans, pick-ups, painted and primer.
THAMES caravan conversions, 4-berth, all accessories,
Dormobiles.
THAMES 2-ton diesel van.
TRADER 6D 7-ton 6-cu.-yd. Anthony tipper.
TRADER 6D 7-ton long-wheelbase truck.
EARLY deliveries, all models.

905-172

BIRMINGHAM COMMERCIAL OFFER.—

NEW B.M.C. trucks and Luton vans for immediate
delivery.
1960 MORRIS 6-ton tipper.
1958 9 BEDFORD 3-ton trucks.
1956 ATKINSON 8-wheel tippers.
1955 6-7 Trader Luton vans, 1,150 cu. ft.
1953 4-5 E.R.F. 8-wheelers.
1953 4-6 ALBION Chieftain long-wheelbase.
1952 FODEN 8-ton tipper.
1948 A.E.C. 8-wheeler, 9.6 engine, very clean
machine.

BIRMINGHAM COMMERCIAL MOTORS, LTD.,
560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 905-231

HILLS.

BEDFORD 35-cwt. coachbuilt drop-side truck, diesel,
4,750 miles only, first registered 1960, £665.
BEDFORD 5-ton normal-control coachbuilt platform
lorry, a superior vehicle, one owner, first registered
June 1960, £745.
BEDFORD 7-ton drop-side truck, diesel, first registered
June 1957, £650.
FORD 4D 4-ton platform lorry, first registered 1958,
£350.
LEYLAND Comet alloy platform lorry, first registered
November 1958, £650.
SEDDON diesel MK. 7 3-ton platform lorry, one owner,
C licence operator, first registered 1954, £275.
SEDDON diesel MK. 5L 6.7-ton drop-side truck, one
owner, C licence operator, first registered 1958, £685.

HILLS GARAGES (MANCHESTER), LTD.,
80-90 PORT STREET,
PICCADILLY, MANCHESTER, 1.
Central 4311. 905-229

WARRICK MOTOR ENGINEERING
CO., LTD.

STOKE GARAGE,
COPELAND STREET, STOKE-ON-TRENT.
Phone 47507.

ALBION CONCESSIONNAIRES AND LEYLAND
DEALERS.

1955 ALBION Chieftain, 16-ft. 6-in. platform bodies,
alloy underframe, choice of three.
(Late) COMMER TS3 end tipper, air brakes,
5-speed box.
ALBION Reiver, Leyland Comet engine, 22-ft.
drop-sided body.
COMMER TS3 7-tonner, fitted with Boys
6-wheel extension.
1956 7-tonner, fitted with Boys 6-wheel
extension.

1957 B.M.C. 7-tonner, fitted with Boys 6-wheel
extension.

LET US HAVE YOUR INQUIRIES

RE NEW CHASSIS.

905-294

Used Goods Vehicles (contd.)

W. JONES (MANCHESTER), LTD.

1960 B.M.C. diesel artic unit with 25-ft. trailer,
Twin coupling, £1,175.
1960 FORD Trader 6D 7-ton flat, small mileage, choice
of 10 from £750.
1959 FORD Trader 6D 7-ton flat, choice of 15
from £625.
1959 BEDFORD 6D County extension, 6-wheel
platform truck, choice of three from £1,095.
1959 BEDFORD S-type 6-cu.-yd. steel bodied tipper,
2-speed axle, 300 diesel engine, choice of four.
1959 BEDFORD J-type 6-cu.-yd. steel bodied tipper,
2-speed axle, 300 diesel engine, choice of four.
1959 November, COMMER TS3, long-wheelbase flat,
9.00 x 20 tyres, £675.
1958 BEDFORD D-type, 500 engine, 6-ton short-
wheelbase tipper, complete new wooden body.
1958 COMMER TS3 artic, Scammell coupling with
21-ft. trailer, £495.

THE UNDERTONED ARE SPECIALLY

REDUCED.

1958 DODGE 6-ton long-wheelbase platform lorry,
diesel engine, forward control, £450.
1958 FORD 6D 5-ton drop-side truck, £525.
1957 BEDFORD 7-ton flat S-type, 300 engine, £475.
1957 BEDFORD 5-ton flat A-type, P6 engine, £345.
1956 May, AUSTIN B.M.C. 5-ton diesel, long-
wheelbase flat, £375.
1956 FORD short-wheelbase wooden bodied tipper,
P6 engine, £175.
1956 B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.
1956 MORRIS B.M.C. 3-ton 21-ft. platform truck,
4-cylinder diesel engine, £300.

W. JONES (MANCHESTER), LTD.

TROJAN AGENTS.

RUTLAND STREET GARAGES,
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TEN 1960-61 ThAMES 7.75-ton short-wheelbase
tippers, 9.00 x 20 tyres, all extras, latest braking,
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engine, twin-ram steering, 5-speed box, drop-sided body,
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axle, iron body, £900.
OCTOBER 1959, B.M.C. long-wheelbase, 2-speed axle,
heater, high-sided wooden body, 14 cu. yds., will
lower body if required, £900.
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high-sided metal body, reconditioned engine and
gearbox fitted, power steering, 2-speed axle, 9.00
x 12 tyres, £1,250.
JUNE 1959, COMMER TS3, long-wheelbase, twin-ram
upper, high-sided wooden body, 5-speed axle, £900.
DECEMBER 1959, B.M.C. flat, 16-ft. long wheelbase,
2-speed axle, power steering, heater, £600.
1955 DODGE long-wheelbase diesel twin-ram tipper,
5-speed box, drop-sided body, £550.
MARCH 1954, FODEN 6-ton, long-wheelbase flat,
FLK, £300.
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new body, 9.00 x 12 tyres, £1,250.
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5-speed box, high-sided new alloy body, £475.
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new body, ex-works, £300.
OCTOBER 1947, FODEN 8-wheel flat, D.D., very
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ALL above in good condition, low mileage.

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engine, Ebro twin-ram gear almost new, ready
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NEW 5- AND 6-YD.

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1955 MORRIS 5-ton truck, platform body, forward
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1952 BEDFORD petrol 7-ton truck, £125.

ONE 1960 COMMER diesel 12-seater, low mileage, cost
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ready for immediate work, at £425.

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body with Pilot rear-ram tipping gear, Eaton 2-speed
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1952 BEDFORD 5-ton tipper, 5-cylinder, 4x2, A.D.,
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CASH buyers for good used BEDFORDS.

905-279

1959 BEDFORD Scammell tractor units, Leyland
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£1,500.

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petrol engine, long-wheelbase platform trucks,
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unit, Perkins R6 engine, good condition, £425.

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£280.

1958 AUSTIN A55 truck, good condition, £310.

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owner, £320.

1957 ThAMES 4-ton 4D boxvan, one owner, £270.

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MERIWORTH 12-ton 25-ft. straight-frame platform
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905-37

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1953 BEDFORD 5-ton tipper, petrol.

1959 BEDFORD 15-cwt. Luton.

1959 BEDFORD Utiliblue, farmers model.

1959 BEDFORD Utiliblue.

1957 BEDFORD Workibus.

1957 MORRIS MINOR van.

1956 FORD 12-cwt. van.

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NEW 15-cwt. BEDFORD van.

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SEDDON 15-ton, Gardner 4LW engine, 20-ft. drop-side body, excellent condition throughout, unladen weight 3 tons 19 cwt., £585.

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NEW BEDFORD J6 S.T. diesel tipper. Telehoist gear,
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April 21, 1961—THE COMMERCIAL MOTOR 65
(Supplement)

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Used Passenger Vehicles (contd.)

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1951 BEDFORD 33-seater Duple (petrol), 7-ft. 6-in., heater, red and Formica sides, red and cream, one owner.

1952 BEDFORD 33-seater Duple (petrol), 8-ft., heater, red and Formica sides, red and cream, one owner.

1955 BEDFORD 36-seater Super Vega (petrol), heater, radio, Formica sides and roof lights, red and cream, one owner.

1956 BEDFORD 41-seater Super Vega (petrol), heaters and microphone, red and cream, roof lights.

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April 21, 1961—THE COMMERCIAL MOTOR 65

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1956 COMMER Plaxton 37-seater.

1955 COMMER Plaxton 41-seater, armrests and many extras.

1955 BEDFORD Burlingham 35-seater.

1954 LEYLAND Tiger Cub 41-seater.

1954 A.E.C. Duple Reliance 41-seater.

1953 BEDFORD Plaxton 35-seater.

1953 BEDFORD Plaxton 33-seater.

1952-52 BEDFORD Duple 33-seater, choice of three.

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A.E.C. Buses, first registered 1950-51, with all-metal 39-seater full-luxury Continental bodies, front entrance, sliding door, centre roof lights, Continental interior, racking, strip lighting, fitted 7.7 A.E.C. diesel engines, certificate of fitness expiring end of 1962, price £1,000.

1950 BRISTOL 31-seater E.C.W. full-front full-luxury coaches, fitted Formica interior throughout, fitted late-series low-mileage Bristol A.V. 9.8 diesel engine (15,000 miles only), Continental seasonal use only, excellent mechanical and body condition, certificate of fitness 1962, choice of 12, price £750-£770.

1948-47 BRISTOLs with E.C.W. 35-seater thin-wall all-metal service saloon bodies, fitted late-series low-mileage 5.LW Gardner engines, in immaculate mechanical and body condition, certificate of fitness expiring end of 1962, choice of seven, price £400-£450.

1938 A.E.C.s with 1951-52 Plaxton, E.C.W. and Willowbrook 35-seater service station and coach bodies, fitted low-mileage late-series 7.7 A.E.C. diesel engines, certificate of fitness to end of 1962-61, choice of six, pr. £350-£300.

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1948 BRISTOL 50-seater high-bridge double-deckers with Park Royal bodies, fitted late-series low-mileage 5.LW Gardner diesel engines, in super mechanical and body condition, certificate of fitness to 1962, choice of six, price £350-£350.

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1948 A.E.C. low-bridge 53-seater Metcalf double-deckers, leather seating, fitted A.E.C. 7.7 diesel units, certificate of fitness 1963-62, choice of six, price £450-£460.

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1951 FODEN, 4.1-litre 2-stroke underfloor diesel engine, Manx Egerton 45-seater, 2-tier luxury seating, certificate of fitness 1962, choice of two, price £600-£650.

1951-52 A.E.C.s and Bristols, fitted Willowbrook and Park Royal coach bodies, with late-series low-mileage 5.LW A.E.C. diesel units, certificate of fitness end of 1961, price £350.

1950 BRISTOL 30-33-seater Windsor and E.C.W. half-bridge coaches, fitted late-series low-mileage Bristol A.V. 9.8 and Gardner 5.LW diesel engines, certificate of fitness 1963-62, choice of six, price £650-£680.

1949 and Park Royal all-metal bodies, fitted 7.7 and 9.6 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1963-62, choice of two, price £450-£475.

1948 LEYLAND PS1s with 35-seater Willowbrook and low-mileage 5.LW Gardner 5.LW diesel engines, certificate of fitness 1963-62, choice of six, price £650-£680.

1948-49 LEYLAND PS1s, fitted with 35-37-seater Burlington Duple and Willowbrook full-luxury bodies, fitted with luxury seating, fitted low-mileage late-series 7.8 Leyland diesel engines, certificate of fitness 1963-61, choice of 10, price £125-£150.

1948-49 BEDFORD 29-seater Vista, certificate of fitness 1963-61, price £175-£200. Also Crossley and Daimler with Willowbrook and Duple bodies, £175 each.

ENGINES. We have in stock engines complete with fuel pumps, dynamo and starter for all well-known makes of passenger vehicles, complete with clutch and gearbox, price £150. Gardner 6.LW, 5.LW and 4.LK; A.E.C. 7.7 and 9.6; Leyland 8.6 and PS1; Dennis Mark III 6-cylinder, prices ranging from £160 to £190. D.P.E.R. complete with several sets of pre-mixture control.

S reclining, full-luxury Continental seating, very high backed, colour green and grey moquette, with ivory headrests, cost when new £500-£600, very little used since 1946-51, price £60 per set.

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PLAXTON Embassy 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and public address, interior red moquette, exterior red.

PLAXTON Embassy 41-seater, fitted Perspex quarters, red patterned moquette, exterior cream.

PLAXTON Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream prime.

DUPLE Yeoman 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and public address, interior red moquette, exterior cream.

DUPLE Yeoman 41-seater, fitted walnut Formica side panels, heaters, radio and public address, interior red moquette, exterior cream.

DUPLE Yeoman 41-seater, fitted Perspex quarters, Formica side panels, heaters, radio and public address, interior red moquette, exterior cream.

DUPLE Yeoman 41-seater coaches with extras and options to your choice, 3-4 weeks delivery.

1959 **BEDFORD** diesel, 41-seater full luxury Harrington Crusader, fitted with radio and heaters and many other extras, small mileage, as new, certificate of fitness 1967.

1959 **BEDFORD** diesel, 41-seater full luxury Harrington Crusader, fitted with radio and heater, also many other extras, certificate of fitness 1966.

1956 **BEDFORD**, 41-seater full-luxury Plaxton bodies, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966, choice of two.

1956 **BEDFORD** Super Vega 41-seater full-luxury Duple body, fitted with radio and heater, lift-up roof.

1956 **COMMER** TS3, 41-seater full-luxury Plaxton body, fitted with heater, in good, clean condition throughout, certificate of fitness 1966.

1955 **COMMER** TS3, 39-seater full-luxury Plaxton body, fitted with heater, lift-up roof.

1954 **BEDFORD** Super Vega, 36-seater full-luxury Duple body, fitted with heater, lift-up roof.

1952 **BEDFORD** Vega, 9.6 engine, full-front 39-seater full-luxury Whiston observation coach, good tyres, in good, clean condition throughout, one owner since new, certificate of fitness 1962.

1952 **BEDFORD** Super Vega, 37-seater full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1951 **BEDFORD** Vega, 7 ft 6 in. wide, 31-seater full-luxury Duple body, fitted heater, Formica side panels, good clean condition throughout, certificate of fitness 1961, choice of two.

1951 A.E.C., 41-seater full-luxury Harrington Dorsal, fitted with heater and many other extras, interior red, good condition, certificate of fitness 1961.

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1958 **BEDFORD** (control) 41-seater Duple Super Vega, red interior, grey and maroon exterior, radio, microphone, heaters, certificate of fitness May, 1965, £2,700.

1955 **COMMER** TS3 41-seater Plaxton, red interior, grey-blue exterior, heaters, Eaton 2-speed, certificate of fitness February, 1965, £2,200.

1954 **BEDFORD** 36-seater Burlington, green interior, cream and red exterior, radio, microphone, heaters, certificate of fitness 1964, £1,800.

1950 **FODEN** 19-seater, fitted blinds, blue interior, cream and maroon exterior, fitted blinds, new Mk. II engine, 9,000 miles ago, certificate of fitness March, 1963, £600.

1950 **COMMER** 31-seater Burlington, blue interior, cream exterior, heaters, certificate of fitness November, 1963, choice of two, £500.

1946 **LEYLAND** PSI 33-seater, full front Bessels fitted 1950, red interior, brown exterior, fitted heaters, certificate of fitness October, 1961, £200, 905-527.

Used Passenger Vehicles (contd.)

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NEW A.E.C. Reliance 41-seater Duplex Britannia, front entrance, red interior, ivory exterior.

NEW A.E.C. Reliance 41-seater Plaxton Consort, red interior, grey and red exterior.

NEW A.E.C. Reliance 41-seater Plaxton Consort, red interior, all ivory exterior.

NEW BEDFORD 41-seater Duplex, red interior, cream and blue exterior.

NEW FORD Thames 41-seater Duplex, red interior, various colours exteriors.

DRASTIC REDUCTIONS

ON THE FOLLOWING MACHINES.

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1959 A.E.C. 41-seater Plaxton Panorama, grey interior, grey and red exterior, small mileage; choice of two.

1955 A.E.C. Reliance, fitted Burlington 41-seater body, black and ivory exterior, certificate of fitness 1965.

1952 A.E.C. Mark IV 37-seater Burlington, blue and silver exterior, one owner from new.

1951 A.E.C. Mark IV 41-seater Burlington, cream exterior, autumn tint interior, certificate of fitness 1965; choice of two.

1951 A.E.C. Mark IV 39- and 41-seaters, Trans-United, choice of two, £1,075 each.

1949 A.E.C. 9.6, fitted with 1954 Plaxton 35-seater body, in immaculate condition, certificate of fitness to 1965.

R BU 1954-55 A.E.C., fitted with new Plaxton bodies, choice of two, £615.

R BU 1953 A.E.C., fitted with 37-seater Yeates bodies, certificate of fitness to 1963, £650.

1947 R EBU 1953 A.E.C., rebuilt with new body in 1952, 37-seater, certificate of fitness to 1964, £650.

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1960 SBJ BEDFORD, fitted with C-type Plaxton 41-seater body, red interior, cream exterior, all extras, choice of two.

SBJ BEDFORD, 41-seater Duple body, red interior, blue and cream exterior, immaculate condition, roof quarters, all extras.

SBJ BEDFORD, fitted with 41-seater Plaxton body, maroon and ivory exterior, immaculate condition, 24,000 miles since new.

BEDFORD 41-seater, R6, red interior, blue and cream exterior, immaculate condition.

BEDFORD 41-seaters, Duple and Plaxton bodies, various colours, prices ranging from £2,000 each. Choice of six.

BEDFORD 38-seater Duple, cream exterior, red interior, certificate of fitness to 1965.

BEDFORD 36-seater Burlington, two shades green exterior, red interior, one owner from new, certificate of fitness to 1965.

BEDFORD 37-seater Burlington, red and cream exterior, certificate of fitness to 1964, £1,350 to clear.

1954 BEDFORD (petrol) 37-seater Trans-United body, red and cream exterior, immaculate condition, £1,475.

BEDFORD, fitted with 35-seater Yeates body, red and cream exterior, red interior, certificate of fitness to 1963, £1,275.

BEDFORD, fitted with Strachans body, Eaton 2-speed, choice of two, 24,000 miles.

BEDFORD 34-seater Burlington, Duple Plaxton bodies, all carrying good certificate of fitness, in immaculate condition, choice of four, from £800 to £975.

A Number of 29-seaters from £200 each, carrying good certificates of fitness.

LEYLAND.

DECEMBER, 1954 LEYLAND Tiger Cub, fitted with 41-seater Harrington body, fitted 2-speed axle, power-operated door, certificate of fitness to 1964, red interior, red and cream exterior.

1950 LEYLAND PSI, fitted 33-seater Plaxton full-front, one owner from new, immaculate condition, certificate of fitness to 1965.

1947 LEYLAND PS1, fitted with 1951 Duplex Ambassador, 33-seater body, immaculate condition, certificate of fitness to 1964.

COMMER.

1955 COMMER TS3, fitted 41-seater Duple body, brown and cream exterior, autumn tint interior, new engine fitted, immaculate condition.

1954 COMMER TS3, 39-seater Plaxton body, one owner from new, immaculate condition.

1952 COMMER 33-seater Plaxton, ivory exterior, red interior, Eaton 2-speed.

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1953 DAIMLER, fitted 37-seater Burlington body, £1,295 to clear.

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1952 DENNIS 37-seater, just been certified, £575 to clear.

A Number of Sentinel service buses, 4- and 6-cylinders, carrying good certificate of fitness, cheap to clear.

A Number of half cab Daimler, Leyland and A.E.C. at knock-down prices.

ENGINES, gearboxes and back axles for all types of passenger vehicles.

NEW machines 20% deposit and balance over four years; late-type second-hand machines 20% deposit and balance three years.

NIGHT PHONE, CLECKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 59866.

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
LONDON'S LEADING PASSENGER AND
COMMERCIAL VEHICLE SPECIALISTS.
HEAD OFFICE:
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Howard 1266.

NEW 1961 MODEL COACHES IMMEDIATE DELIVERY FROM STOCK

BEDFORD SB3, petrol engine, Duplex 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished pink-grey. Earl Court Show model coach.
BEDFORD SB3, petrol engine, Duplex 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished pink-grey. Earl Court Show model coach.
BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras, fitted, finished cream.
BEDFORD SB3, 300 cu. in. oil engine, Plaxton special C-type Embassy 41-seater, glass roof quarters, radio, Formica panels, radio and other extras, fitted.
BEDFORD SB3, 300 cu. in. oil engine, Duplex 41-seater Super Vega, 2-speed axle, fitted glass roof quarters, heater, radio, many other extras, finished pink-grey.
BEDFORD SB3, 300 cu. in. oil engine, Harrington Crusader 41-seater, glass roof quarters, Formica panels, radio and other extras, finished cream.
BEDFORD SB3, 300 cu. in. oil engine, Plaxton 41-seater Embassy, glass roof quarters, Formica panels, radio and other extras, fitted, finished cream and red.
BEDFORD SB3, 300 cu. in. oil engine, 2-speed axle fitted, Duplex 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.
BEDFORD SB3, 300 cu. in. oil engine, 2-speed axle fitted, Plaxton Embassy 41-seater, Formica panels, radio, heater and other extras, finished cream.
BEDFORD SB8, 350 cu. in. oil engine, Harrington Crusader 41-seater, Formica panels, heaters, other extras, finished cream.

NEW COACHES UNDER CONSTRUCTION AVAILABLE FOR WHITSUN

BEDFORD SB3, petrol engine, Duplex or Plaxton coachwork to instructions.
BEDFORD SB1, 300 cu. in. oil engine, 5-speed gearbox and 2-speed axle fitted, mounted with Duplex, Plaxton, Harrington or Burlington 41-seater coachwork, finished to instructions.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
VICTORIA 6033.

NEW COACHES FOR IMMEDIATE DELIVERY.

A.E.C. Reliance, air brakes, Duplex Britannia, front-entrance 41-seater, glass roof quarters, heaters, walnut panels, panels, choice of two.
A.E.C. Reliance, air brakes, Harrington Cavalier 41-seater, glass roof quarters, heater, radio, Formica panels, heaters, red moquette, in primer.
A.E.C. 41-seater, central entrance, glass roof quarters, heaters, Formica panels, finished grey.

NEW COACHES UNDER CONSTRUCTION FOR WHITSUN

J EYLAND Leopard chassis, fitted with Duplex Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

USED COACHES

IMMEDIATE DELIVERY EX STOCK SUBJECT TO
BEING UNSOLD

BEDFORD

1959 Petrol 41-seater Duplex, glass roof quarters, silver-blue, certificate of fitness 1960, XDG21.
1959 Petrol 41-seater Duplex, heaters, red-grey, certificate of fitness 1960, K663.
1958 Petrol 41-seater Duplex, radio, heaters, red-grey, certificate of fitness 1960, 169BAE.
1958 Petrol 41-seater Duplex, radio, heaters, red-grey, certificate of fitness 1960, 645BCV.
1958 Petrol 41-seater Duplex, radio, heaters, cream, certificate of fitness 1960, OC052.
1958 Petrol 41-seater Duplex, radio, heaters, red-grey, certificate of fitness 1960, RMH577.
1957 Petrol 41-seater Duplex, radio, heaters, cream, certificate of fitness 1960, MDR909.
1957 Petrol 41-seater Duplex, radio, heaters, blue-grey, certificate of fitness 1960, TXJ904.
1957 Petrol 41-seater Plaxton, radio, heaters, dual, certificate of fitness 1960, 104004.
1957 Petrol 41-seater Plaxton, radio, heaters, blue, certificate of fitness 1960, 257B10.
1957 Petrol 41-seater Burlington, heaters, cream-red, certificate of fitness 1960, UOE32.
1956 Petrol 38-seater Duplex, radio, heaters, green-grey, certificate of fitness 1960, 48061PU.
1956 Petrol 41-seater Burlington, heaters, cream-blue, certificate of fitness 1960, OVE190.
1955 Petrol 38-seater Duplex, radio, cream-red, certificate of fitness 1960, 771MLU.
1955 Petrol 36-seater Burlington, radio, heaters, cream-blue, certificate of fitness 1960, 773MLU.
1954 Petrol 36-seater Plaxton, glass roof quarters, dual-blue, certificate of fitness 1960, TWL23.
1954 Petrol 38-seater Duplex, radio, dual blue, certificate of fitness 1960, XVN913.
1954 Petrol 38-seater Duplex, heaters, blue, certificate of fitness 1960, HBA137.
1954 Diesel 38-seater Duplex, heaters, cream-red, certificate of fitness 1960, FBV133.
1954 Diesel 36-seater Duplex, heaters, cream-orange, certificate of fitness 1960, SAR17.
1954 Petrol 35-seater Yeates, heaters, green-grey, certificate of fitness 1960, 1040081.
1954 Petrol 35-seater Yeates, heaters, green-grey, certificate of fitness 1960, XNO644.
1953 Petrol 34-seater Plaxton, heaters, cream-red, certificate of fitness 1960, KBE420.
1953 Petrol 34-seater Harrington, cream-red, certificate of fitness 1960, PRL618.
1953 Petrol 37-seater Duplex, red, certificate of fitness 1960, 3NT622.
1953 Petrol 33-seater Thurgood, maroon-cream, certificate of fitness 1960, NXL800.

(Continued in next column)

Used Passenger Vehicles (contd.)

1953 Petrol 35-seater Duplex, red-cream, certificate of fitness 1960, YMP554.
1952 Diesel 35-seater, radio, RUE179.
1952 Petrol 35-seater Gurney-Nutting, green, certificate of fitness 1962, LRU179.
1952 Petrol 33-seater Duplex, cream-red, certificate of fitness 1962, RPA241.
1952 Petrol 33-seater Duplex, green-cream, certificate of fitness 1961, OKL943.
1952 Petrol 33-seater Thurgood, maroon-cream, certificate of fitness 1960, MXL209.
1952 Petrol 33-seater Gurney-Nutting, red-cream, certificate of fitness 1961, LTR61.
1952 Petrol 33-seater Duplex, grey, certificate of fitness 1961, PRA761.
1952 Petrol 37-seater Duplex, cream, certificate of fitness 1960, 194ML.
1952 Petrol 37-seater Gurney-Nutting, brown-ivory, certificate of fitness 1960, WML401.
1951 Petrol 33-seater Duplex, maroon-grey, certificate of fitness 1965, MPN61.
1951 Petrol 33-seater Gurney-Nutting, grey-red, certificate of fitness 1960, 1PQ52.
1951 Petrol 33-seater Duplex, green, certificate of fitness 1964, HBL741.
1951 Petrol 29-seater Duplex, cream-red, certificate of fitness 1964, 1PQ52.
1949 Petrol 29-seater Duplex, cream-red, no certificate of fitness, GSP249.
1949 Petrol 29-seater Duplex, cream-blue, certificate of fitness 1960, OHL776.
1949 Petrol 29-seater Duplex, maroon, certificate of fitness 1963, TMY806.
1948 Petrol 29-seater Duplex, cream-blue, certificate of fitness 1961, KBL329.
1948 Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, SMY604.
1948 Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, EFW199.
1947 Petrol 29-seater Duplex, cream-red, certificate of fitness 1961, HXB717.
1947 Petrol 29-seater Duplex, red, certificate of fitness 1961, EVJ441.

A.E.C.

1956 Reliance 41-seater Duplex, grey-red, reconditioned engine, certificate of fitness 1961, SAL631.
1955 Reliance 41-seater Burlington, cream-red, certificate of fitness 1961, JBL488.
1955 Reliance 41-seater Burlington, cream-red, certificate of fitness 1961, JBL488.
1954 Reliance 41-seater Duplex, maroon, certificate of fitness 1964, IPP259.
1952 Mk. IV 41-seater Yeates, cream, certificate of fitness 1960, RPJ300.
1951 Mk. IV 41-seater Heaver, green, certificate of fitness 1960, KAB161.
1950 Mk. III 33-seater Longwell-Green, blue, certificate of fitness 1964, JDG879.
1949 Mk. II 33-seater Longwell-Green, blue, certificate of fitness 1963, JJD900.
1949 Mk. III 35-seater Yeates, blue, certificate of fitness 1962, CBV703.
1949 Mk. III 37-seater Yeates, blue, certificate of fitness 1962, BCB163.

LEYLAND

1952 Royal Tiger 39-seater Thurgood, blue, certificate of fitness 1961, PBH18.
1951 Royal Tiger 41-seater Harrington, cream-red, certificate of fitness 1961, FBW624.
1951 Royal Tiger 41-seater Harrington, cream-red, certificate of fitness 1961, FBW625.
1951 Royal Tiger 41-seater Harrington, grey-red, certificate of fitness 1965, PHA484.
1950 Comet 33-seater Burlington, maroon, certificate of fitness 1961, CGB100.
1950 PS1/1 35-seater Birmingham, green, certificate of fitness 1964, KAL019.
1950 PS1/1 33-seater Birmingham, cream-red, certificate of fitness 1963, KOH200.
1948 PS1/1 33-seater Duplex, maroon, certificate of fitness 1962, EFW107.

COMMER

1956 TS3 diesel 41-seater Duplex, cream-orange, certificate of fitness 1961, RUF29.
1950 Avenger, petrol, 33-seater All-Weather, brown-ivory, certificate of fitness 1963, KUC24.

CHOICE OF SEVERAL DENNIS, FODEN, COMMER AVENGERS AND AUSTIN COACHES, ALL WITH CURRENT CERTIFICATES OF FITNESS.

WE ARE PREPARED TO ACCEPT THE FIRST REASONABLE OFFER FOR ANY OF THE USED COACHES LISTED ABOVE. YOU ARE WELCOME TO INSPECT AND TEST ANY COACH AFTER WHICH PRICES WITH OR WITHOUT PART-EXCHANGE CAN BE DISCUSSED IN STRICT CONFIDENCE.

FOR FURTHER DETAILS CONTACT OUR DEPOTS AT—

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VICTORIA 6033.

NEWPORT ROAD, CARDIFF.
Cardiff 28734.

CORNARD ROAD, SUDBURY, SUFFOLK.
Sudbury 2301.

MITCHELL LANE, VICTORIA STREET, BRISTOL, I.
Bristol 27063.

ARLINGTON MOTOR CO. LTD. 905-228

14 SEATER Commer, luxury seats, certificate 1966 £540; 1956 Bedford 41-seater, certificate 1966, £2,175.
Bedford 37-seater, certificate 1962, in exceptional condition. £1,200; 1958 Dennis 35-seater, certificate 1963-1964, 36-seater, very good condition, £1,500; 1958 Albion 31-seater, certificate 1965; 1947 Vista 29-seater, certificate 1963, £175; 1947 Vista 29-seater, no certificate, £70.

H. SHAW Market Deeping 2224. 906-907

April 21, 1961—THE COMMERCIAL MOTOR 67
(Supplement)

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING) LTD.

COACH SHOWROOMS AND SERVICE STATION
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone, Farnham 46267 and 3227, 8 a.m. to 6 p.m.
AFTER 6 P.M., FARNHAM 4481.

We can offer delivery of the following new vehicles painless to instructions—

NEW BEDFORD SBI diesel, 5-speed gearbox, Duplex bodies, red interior, painted to colours, 3-4 weeks delivery, £1,150.

NEW BEDFORD SBI diesel, fitted 2-speed axle, Plaxton 35-seater, cream, heaters, Formica sides, glass roof quarter, red interior, for immediate delivery, £1,150.

NEW BEDFORD SBI diesel, Duplex body, glass roof quarters, heaters, radio, low mileage, one owner, certificate of fitness 1967, £3,500.

1959 **BEDFORD** 31-seater, radio, heater, glass roof quarters, red interior, maroon-grey exterior, choice of two, immaculate vehicles, £1,150.

1959 **BEDFORD** TS3 31-seater, 5-speed gearbox, glass roof quarters, red interior, cream-grey exterior, choice of two, immaculate vehicles, £1,150.

1959 **BEDFORD** PSV 11-seaters, green-grey exterior, certificate of fitness 1966, choice of three from £1,150.

1958 **BEDFORD** Vegas, 37-41-seaters, red interior, green interior, choice of two, very clean, certificate of fitness 1965, £2,850.

1957 **BEDFORD** Vegas, 41-seater, red interior, light and dark red exterior, heaters, certificate of fitness 1962, choice of two, £1,150.

1957, **December**, **BEDFORD** Leyland Comet-engine.

1957, **December**, **BEDFORD** Leyland Comet-engine, Formica sides, autumn tint interior, certificate of fitness 1964, £3,000.

1954 **BEDFORD** R6 diesel Duplex 36-seater, green, owner, certificate of fitness 1963, £1,750.

1954 **BEDFORD** Duplex 36-seater, glass roof quarter red interior, blue-cream exterior, certificate of fitness 1963, £1,750.

1954 **BEDFORD** Plaxton 38-seater, red interior, reconditioned, cream-grey exterior, very clean, certificate of fitness 1962, £1,950.

1953 **BEDFORD** Yeates 35-seater body, red interior, cream-red exterior, certificate of fitness 1963, £1,475.

1952 **BEDFORD** Plaxton 33-seater, autumn interior, certificate of fitness 1962, £2,975.

1952 **JES** Strachan 37-seater full-fronted body, one owner, green interior, grey-black exterior, £650.

1952 **BEDFORD** Vega 37-seater, glass roof quarter, light green interior, cream exterior, certificate of fitness 1962, £1,250.

1951 **DENNIS** Falcon, 33-seater Strachan body, certificate of fitness 1963, £550.

1951 **2-BEDFORD** Vegas, 33-37-seaters, choice of two.

1949 **DENNIS** Lance 31-seaters, interior retrimmed choice of two certificates of fitness 1962, £2,250.

1947 **8-DAIMLER**, Plaxton and Duplex bodies, 35-seaters, clean machines, from £195.

1946 **BEDFORD** OB chassis fitted 29-seater Harrington body, high-backed seating, fitted heater, one owner only, used on coastal work, certificate of fitness 1961, £175.

WE usually carry a stock of cheap vehicles suitable for shops and carrying workmen, etc.

AS Plaxton authorized repairers for the South, we offer crash jobs on specialities.

WE can usually arrange to hire you a coach while yours is off the road.

COMBERHILL MOTORS LTD.

INGS ROAD, WAKEFIELD.

NEW 1961 **BEDFORD** SBI diesel 41-seater Plaxton Embassy, three available, certified 1968.

NEW 1961 **BEDFORD** TRADER, diesel, 41-seater Plaxton 35-seater, radio, heater, cream-red, certificate 1968.

NEW 1961 **BEDFORD** SBI, diesel, 41-seater Burlington body, radio, certificate 1968.

NEW **SEAGULL** 60, heater, radio, certificate 1968.

1960 **SUPER VEGA** heater, radio, choice of two.

1959 **E.C. Reliance**, 7.75-litre, 41-seater Duplex Britannia, heater, radio, certificate 1966.

1959 **BEDFORD** SBI, petrol, 41-seater Duplex Super Vega, heater, radio, certificate 1966.

1959 **BEDFORD** SBI, petrol, 41-seater Burlington body, heater, cream-red, certificate 1963.

1958 **7-BEDFORD** SB, petrol, 41-seater Duplex Super Vega, heater, radio, choice of four.

1958 **COMMER** TS3 (Rootes diesel) 41-seater Duplex Super Vega coaches, choice seven.

1958 **56 COMMER** TS3 (Rootes diesel) 41-seater Duplex Super Vega coaches, choice seven.

1957 **1-BEDFORD** TS3 (Rootes diesel) 41-seater Beadle.

1956 **BEDFORD** SBI, petrol, 41-seater Yeates Riviera, triplex lights, immaculate.

1955 **A.E.C. Reliance**, 7.75-litre, 41-seater Burlington body, heater, radio, choice two.

1954 **53 BEDFORD** SB, petrol, 36-33-seater Burlington body, certificate 1965-62, choice two.

1953 **5-BEDFORD** SB, petrol, 33- to 38-seater Duplex Vega, Plaxton, radio, radio, Yeates Riviera and Gurney Nutting, choice several, all certified.

1952 **KARRIER-COMMER** 14-seater Reading luxury coach, exceptionally clean.

1951 **LEYLAND** Royal Tiger, 43-seater Metacraft, certificate 1965, £1,000.

1951 **A.E.C. Regal**, 7.75-litre, 41-seater Windover, certificate 1965, £1,000.

1951 **1948** **A.E.C. Regal** Mark III 19.6-litre diesel engine, Windover coach, bodywork damaged, chassis sound, £425.

1948 **A.E.C. Regal** Mark III 19.6-litre diesel engine, Windover coach, bodywork damaged, chassis sound, £495.

HIRE-PURCHASE FACILITIES, EXCHANGES.
Phone, Wakefield 6771 (10 lines). 905-376.

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, LTD.

SERVICE BUSES.

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

COACHES.

FULL-FRONTED

30 FT. X 8 FT.

A.E.C. RELIANCE.

FIRST REGISTERED 1955.

POWERED UNDERFLOOR 7.7-LITRE DIESEL ENGINE.

TRIPLE SERVO BRAKES.

DUPLEX ELIZABETHAN BODY.

39 SEATS, FULL LUXURY.

FITTED WITH GLASS ROOF QUARTER DOMES, HEATER AND PUBLIC ADDRESS SYSTEM.

CENTRE SLIDING ENTRANCE DOOR.

VERY LARGE REAR LUGGAGE LOCKER.

ENGINE AND CHASSIS OVERHAULED SPRING 1960.

CERTIFICATES OF FITNESS EXPIRE 1965.

CHOICE OF FOUR—TWO OF THESE ARE

AVAILABLE IMMEDIATELY.

1951 Royal Tiger, 9.8 underfloor engine, air brakes. Duplex Ambassador coachwork, 37 large luxury coach seats, retrimmed two years ago in grey and black nylon upholstery with light grey head rests and facings, very attractive vehicles, with beautiful appointed interior, ideal for long distance travel, extra seat can be fitted to increase seating capacity to 39 passengers. Choice of two.

1952 DAIMLER Freeline, powered Daimler underfloor engine, 43 full luxury seats, trimmed in autumn tint with brown leather facings.

DOUBLE-DECK

HIGHBRIDGE

1948 A.E.C. Mk. III, 9.6-litre engines, M.C.W. coachwork, all-new, 66-seats, choice of five, certificate of fitness December, 1961, to May, 1962, prices from £325 each.

1943-44 GUY Arabs, powered SLW engines, bodies by Weymann, 56 seats, certificate December, 1961, and February, 1962, respectively, choice of two, £225 each.

PHONE. SALE 5633.

GRAMS. "BUSUNITS."

905-41

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

NEW 1961 BEDFORD diesel 41-seater Super Vega, fitted with 5-speed box, red moquette, in primer, immediate delivery.

BEDFORD petrol 41-seater, exterior blue-grey, certificate of fitness 1960.

BEDFORD diesel 41-seater, 7-ft. 6-in. Duplex Super Vega, moquette red, exterior cream-red, certificate of fitness 1960.

BEDFORD petrol 41-seater, Super Vega, exterior blue-grey, certificate of fitness 1960.

BEDFORD diesel 41-seater Duplex Super Vega, exterior cream-brown, certificate of fitness 1960.

BEDFORD diesel 41-seater Super Vega, exterior ivory.

BEDFORD petrol 41-seater, exterior grey-blue, certificate of fitness December, 1961.

BEDFORD petrol 41-seater Plaxton, exterior blue-black, certificate of fitness to April, 1964.

COMMER TH3 36-seater Duplex, full front, exterior red-maroon, certificate of fitness May, 1965.

BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

BEDFORD petrol 38-seater Super Vega, exterior ivory-green, certificate of fitness 1965.

BEDFORD petrol 36-seater Super Vega, exterior red, certificate of fitness 1965.

BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.

BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.

BEDFORD petrol 36-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

BEDFORD 35-seater diesel Duplex Super Vega, exterior cream-red, certificate of fitness July, 1965.

BEDFORD petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.

BEDFORD petrol 33-seater, exterior buff, certificate of fitness December, 1962.

DENNIS Falcon 35-seater Duplex, exterior blue-cream, certificate of fitness 1962.

MAUDSLEY A.E.C. oil engine, 33-seater, Bellhouse-Hartwell, certificate of fitness August, 1963.

BEDFORD petrol 35-seater, exterior red, certificate of fitness August, 1961.

BEDFORD petrol 33-seater, exterior green-grey, certificate of fitness June, 1961.

COMMER 33-seater, exterior blue-maroon, certificate to May, 1963.

DENNIS 33-seater Churchill body, exterior cream-blue, certificate of fitness 1963.

AUSTIN 31-seater, exterior green.

DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

inquiries invited.

EXPORT

905-12

Used Passenger Vehicles (contd.)

DON EVERALL (COMMERCIAL VEHICLES)

LTD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD SBI diesel 41-seater Duplex or Burlingham coaches.

THE FORD Trader 41-seater Duplex, Plaxton or Burlingham coaches.

NEW COMMER Avenger 41-seater Duplex coach, one only.

ALL available with early delivery and finished to your instructions.

1960 FORD Trader diesel 41-seater Burlingham

1960 coaches, choice of three, £3,400.

1959 COMMER Avenger 41-seater Duplex coaches,

choice of two, Michelin X tyres, air brakes,

heaters, painted to your instructions, etc., £3,400.

1959 BEDFORD petrol 41-seater Duplex coach, blue

and cream exterior, immaculate condition,

£3,100.

BEDFORD petrol 41-seater Burlingham coach,

heaters, etc., certified 1966, £1,100.

1956 NEW GUY Avenger 41-seater Duplex, choice of

two, Michelin X tyres, air brakes, etc., £3,400.

immediate delivery, £2,450-£3,000.

BEDFORD petrol 36-seater Burlingham coach,

recertified 1965, very clean, £1,900.

1954 NEW Arab light weight 6HLW Gardner under-

floor coach, choice of two, Gardner Seagull

coach body, engine and body have been over-

hauled, certified 1964, £2,200.

1953 BEDFORD petrol 35-seater Duplex coach, glass

roof, quarters, heaters, etc., red and cream

exterior, £1,800.

BEDFORD petrol 35-seater Burlingham coaches,

certified 1963 £1,300; choice of two.

A.E.C. MK. IV 41-seater Yeates coach, certified

1965, £1,400.

DAIMLER CDV 37-seater Wilkes and Mead

coach, certified 1964, £600.

LEYLAND PDL 54-seater low-bridge double-

decker, repainted and recertified 1964, £500.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE

FOR

HIRE

FOR SHORT OR LONG PERIODS.

PHONE. WOLVERHAMPTON 23212,

NIGHTS AND WEEKENDS, 32347 and 22293.

DON EVERALL (COMMERCIAL VEHICLES)

LTD..

905-427

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.

Phone, Stratford-on-Avon 4242 (15 lines).

AND ON SATURDAY AFTERNOONS 4005.

NEW and unregistered 1961 BEDFORD 41-seater Super Vega, 300-c.c. diesel engine, 2-speed axle, quarter lights, tubular mesh racks, Formica to waist, heaters, radio speech amplification, extra spot light, wheel discs, exterior red and fawn, interior red moquette with red relief.

USED:—

1959 BEDFORD petrol 41-seater Duple Super Vega, 9 quarter lights, tubular mesh racks, heater, wheel discs, exterior red and fawn, interior red moquette with fawn relief.

Certificates of fitness 1960.

1959 BEDFORD petrol 41-seater Duple Super Vega, radio, heaters, bonnet covers, wheel discs, extra spot, certificate of fitness 1966. Choice of several.

1954 BEDFORD petrol 35-seater Burlingham, certified 1964.

1951 NEW 38-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., tubular racks, Formica to waist, interior trim autumn tint, certificate of fitness 1964.

1953 NEW 38-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., front 33-seater, fitted with Gardner SLW diesel engines and 3-speed gearbox, £325.

1951 NEW 38-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., front 33-seater, fitted with Gardner SLW diesel engines and 3-speed gearbox, £325.

1950 NEW 38-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., front 33-seater, fitted with Gardner SLW diesel engines and 3-speed gearbox, £325.

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1950 NEW 38-seater Super Vega, 7 ft. 6 in. x 27 ft. 6 in., front 33-seater, fitted with Gardner SLW diesel engines and 3-speed gearbox, £325.

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1950 NEW 38-seater Super Vega, 7 ft. 6 in. x 27 ft

Used Passenger Vehicles (contd.)

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FORD THAMES P.S.V. DEALERS.

1960 FORD Thames Duple Yeoman 41-seater, red £3,550.
1958 COMMERCIAL TS3 Duple 41-seater, seating Boral moquette, beige, etc., exterior mainly cream with red piping, smart and attractive. £2,895.
1957 BEDFORD Duple Super Vega 41-seater, red interior, exterior cream and maroon, £2,685.
1956 BEDFORD Plaxton 41-seater, red interior, with beacons, exterior blue and cream, just recertified 1966, £2,250.
1955 COMMERCIAL TS3 Plaxton 41-seater, autumn tint inter., with heaters, exterior cream with black relief, certified 1964, £2,250.
1954 BEDFORD Yeates Riviera 36-seater, red interior, with heaters, exterior maroon and grey, certified 1964, most attractive. £1,885.
1953 BEDFORD Duple Super Vega 37-seater with 34 court seats, seating in floral moquette, heater, exterior cream and maroon, certified 1963, £2,550.
1953 BEDFORD Burlingham Seagull 35-seater with 34 court seat, smart green interior, radio and heaters, exterior cream and maroon, certified 1963, £1,375.
1951 CROSSLEY Yeates 39-seater, half-cab coach, autumn tint interior with heater, exterior grey and cream, recently recertified December, 1963, a cheap vehicle with large seating capacity. £685.
1951 LEYLAND Yeates full-front 35-seater, autumn tint interior, with heater, exterior cream with blue relief, recently recertified for three years. £850.

K N I G H T H O R P E R R O A D,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

AFTER OFFICE HOURS, 3339. 905-179.

SOUTHERN LIGHT COACH CENTRE

JOHNS CROSS GARAGE, LTD.

ROBERTSBRIDGE 222-223, SUSSEX.

NEW Thames-Burlingham for early delivery. See and try our demonstrator.
 NEW TROJAN luxury coaches for early delivery fitted diesel engines, 40 plus m.p.h., two heaters. Weather-shield, lift-up roof vent, choice of upholstery colours and interior fittings. Seats, £1,000.
1955 BEDFORD Plaxton 36-seater, fitted radio, heater, certificate of fitness 1965, as new. £2,225.
1955 BEDFORD 11-seater P.S.V., heater, certificate of fitness 1966, as new. £595.
1959 TROJAN rural bus, green interior, heater, 18,000 miles, only, certificate of fitness 1966. £950.
1957 BEDFORD Duple 41-seater, average condition, £2,700.
1950 A.E.C. one owner, tip-top condition, certificate of fitness 1960. £1,050.
1957 MORRIS Minibus, full P.S.V. specifications, £445.
1959 BEDFORD Duple 41-seater, 35,000 miles, certificate of fitness 1966, as new. Fitted radio, graphic address system, immaculate, used, demand only. £3,150.
1957 BEDFORD Plaxton 36-seater, fitted new engine 17,000 miles ago, a very clean vehicle with wine coloured interior and upholstery, exterior finished in red and cream, radio and heater fitted, certificate of fitness 1966. £600.
1951 BEDFORD Duple, 33-seat, excellent condition, choice of two, £950.
1948 BEDFORD Duple 29-seaters, choice of three, all with good certificates of fitness, from £225.
TRY us for our part-exchange allowance, on small or large P.S.V.s. 905-524

THE MOTOR DEPOT,

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COVENTRY.

PHONE DAY, COVENTRY 53732.

NIGHT, COVENTRY 68501.

NEW 1961 FORD DUPLES AVAILABLE FOR IMMEDIATE DELIVERY.

1959 41-seater BEDFORD Duple, choice of two.
1958 41-seater COMMERCIAL TS3 Duple.
1957 37-seater BEDFORD Burlingham.
1955 36-seater BEDFORD Burlingham.
1953 35-seater BEDFORD Burlingham.
1951 33-seater BEDFORD Duple.
1951 41-seater LEYLAND Royal Tiger, Plaxton.
1951 37-seater A.E.C. Burlingham.
MANY other second-hand coaches of various types to choose from.
PART-EXCHANGES and guaranteed H.P. facilities.

906-9918

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136.

Grams, "Quicksale."

USED PASSENGER VEHICLES

40 DAIMLER double-decker buses, 5-cylinder Gardner engines, 2-year certificates of fitness, ready for immediate service. £2500 each.
DAIMLER 1950 single-decker buses, 6-cylinder Gardner engines, Willowbrook bodies, in excellent condition throughout, each. Choice of 10. £2,500 each.
A.E.C. Regent Mk. III, 9.6 m.p.h. engines, air brakes, etc., first-class condition.
LEYLAND lowbridge buses, 2-year certificates of fitness, ready for service, immaculate condition. 905-1001

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION FOR IMMEDIATE DELIVERY

1959 BEDFORD Yeates 41-seater saloon de luxe, certificate of fitness 1966.
1958 BEDFORD Duple 41-seater Duple luxury coach, certificate of fitness 1965.
1958 COMMERCIAL TS3 Duple 41-seater luxury coach, certificate of fitness 1965.
1955 ATKINSON, Gardner 5-cylinder underfloor unit, Burlingham 41-seater coachwork certificate of fitness 1965.
1955 BEDFORD Perkins R6 Duple 36-seater luxury saloon, certificate of fitness 1965.
1950 ALBION 6-cylinder diesel with overdrive, 31,350 miles, 33-, 35-, and 36-seaters. Good certificates on majority of above.

N.B. Next Motor Auction Sale, Thursday, May 4, 1961.

SEE OUR FULL-PAGE ADVERT IN THIS ISSUE.

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WALMER BRIDGE,

LONGTON, PRESTON.

Phone, Longton, Lancs. 3255-6. 905-84

FOR IMMEDIATE DELIVERY.

THAMES BURLINGHAM

41-SEATER, FINISHED CREAM, RED MOQUETTE ALSO FOLLOWING SELECTION OF GOOD USED VEHICLES.

1960 Thames Plaxton 41-seater, radio, heater, discs 20,000 miles, £3,550.
1960 BEDFORD Duple 41-seater, heaters, wheel discs, grey-red, green exterior, choice of two, 24,000 miles and 29,000 miles. £1,450 each.

1959 Thames Burlingham 41-seater, radio, heater, speech amplification, maroon-cream exterior, 17,000 miles, £900.

1957 COMMERCIAL TS3 Duple 41-seater, very clean, radio, heaters, choice of three.

1956 BEDFORD 41-seater Duple, radio, heater, speech amplification, red moquette, grey-grey exterior. £2,150.

1955 BEDFORD 38-seater Duple, radio, heaters, discs, choice of two, certificate of fitness 1965, £1,850.

1952 BEDFORD 33-36-seater, certificates of fitness, choice of six. £850-£1,500.

A LSO selection of four PS2 LEYLANDS, certificates of fitness 1964-65. Burlingham and Duple bodies.

THIS week's bargains:—

1957 ATKINSON Britannia 41-seater, very clean, Gardner engine, £1,000.
1958 LEYLAND Cubs, front entrance, driver-operated doors; choice of two.

TAYLORS (P.S.V.), LTD.

PHONE, GLOUCESTER 22228. 906-9931

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

1959 BEDFORD Plaxton 41-seater, 300 diesel, certificate of fitness 1966.

1957 BEDFORD Duple Super Vega 41-seater, petrol, three, certificate of fitness 1964.

1956 BEDFORD Duple Super Vega 41-seater, petrol, recertified.

1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962.

1952 COMMERCIAL TS3 37-seater, Gurney Nutting, reconditioned engine, certificate of fitness 1963.

A.E.C. MK. IV 39-seater Burlingham Seagull body, radio, heaters, certificate of fitness 1961.

A LSO a number of BEDFORD Vistas, suitable for travelling shops.

SILVER LINE MOTORS.

MOORLANDS.

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 905-533

E. B. BYNG AND SONS, LTD.

291 FRATTON ROAD, PORTSMOUTH.

Phone, Portsmouth 23122 and 22032.

1959 BEDFORD 41-seater, Burlingham, fitted heaters, etc., certificate of fitness 1966. £2,850.

1958 BEDFORD 41-seater, radio, heater, maroon, certificate of fitness 1965, choice of two. £2,600.

1957 BEDFORD 41-seater Duple Super Vega, certificate of fitness 1964. £2,400.

1956 BEDFORD (petrol) 41-seater Duple Super Vega, certificate of fitness 1961. £2,200.

1955 COMMERCIAL TS3 39-seater, Plaxton, 2-speed, certificate of fitness 1965. £2,000.

1955 BEDFORD (petrol) 38-seater Duple Super Vega, certificate of fitness 1964. £1,700.

A LL the above vehicles are exceptionally clean and have been very well maintained. 905-473

J. A. DICKSON.

STOKE MANDEVILLE.

Phone, Stoke Mandeville 3261.

1960 BEDFORD Duple, diesel, 41 seats.

1960 FORD Burlingham, 41 seats.

1957 BEDFORD Duple, petrol, 41 seats.

1955 BEDFORD Duple, 36 seats, 300 cu. in. diesel.

A.E.C. 9.6, double-decker, choice of three.

1948 BEDFORD Duple, 36 seats.

1953 BEDFORD Duple, 36 seats.

905-537

April 21, 1961—THE COMMERCIAL MOTOR 69

(Supplement)

Used Passenger Vehicles (contd.)

W. S. YEATES, LTD.

DERBY ROAD, LOUGHBOROUGH.

THE COMPLETE SERVICE TO COACH OPERATORS.

QUALITY AND WORKS TESTED!

NOW is the time to see the complete range of top quality luxury coaches offered by Yeates. EVER type of used coach now in stock, including Bedford, 29-41-seaters, petrol and diesel; A.E.C. Reliance; COMMERCIAL TS1, and all types of petrol and diesel full-front and half-cab coaches.

FOR immediate attention contact us by letter or phone. Visit us any time, any day.

NEW COACHES—IMMEDIATE DELIVERY.

WE offer immediate delivery—new Bedford Duple, Bedford Burlingham and Ford Duple coaches, and will be pleased to quote best possible deliveries of all other types.

FOR PERSONAL FRIENDLY ATTENTION AND SERVICE WRITE, PHONE OR CALL.

W. S. YEATES, LTD.

PHONE, LOUGHBOROUGH 4321 (P.B.X.)

905-484

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,

BIRMINGHAM 23.

Phone Erd 7239 and Erd 2488.

1953 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness March 1963.

1953 BEDFORD, Duple body, 35-seater, blue and cream interior, certificate of fitness March, 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, April, 1962, dorsi, blue, red interior, certificate of fitness.

1951 LEYLAND Royal Tiger, Yeates body, 41-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.

1951 LEYLAND Royal Tiger, Duple body, 41-seater, blue and cream, red interior, certificate of fitness 1966.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.

ALL the above vehicles have been maintained by ourselves since new.

1948 FODEN, 6LW Gardner engine, Windover body, 33-seater, fawn interior, certificate of fitness 1963.

905-493

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

COMMERCIAL TS3 41-seater Duple, finished to instructions.

A.E.C. Reliance 41-seater Duple, finished to instructions.

COMMERCIAL 12-seater P.S.V., three to four weeks' delivery.

1960 FORD Thames Burlingham 41-seater, red interior, painted blue and cream, small mileage.

1960 FORD 12-seater Duple Britannia a new certificate of fitness 1962.

1956 COMMERCIAL Beadle 41-seater, red upholstery, central entrance, good tyres, very clean, certificate of fitness 1961.

1951 MK. IV 34-seater Burlingham Seagull body, heaters, red interior, also 39-seaters, blue interior, certificate of fitness 1961.

ALL the above vehicles are suitable for travelling shops.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081.

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FORD Thames 41-seater Burlingham.

1956 BEDFORD Duple 41-seater, cream and brown, heater, certificate of fitness 1965.

1956 COMMERCIAL TS3 Duple 37-seater, 2-speed axle, heater, cream and maroon, heater, recertified.

1956 BEDFORD Duple 19-seater, cream, central seats, radio, heater, certificate of fitness 1962.

1952 Duple Vega 33-seater, cream and red, radio, heater, full-tourney seats.

1951 SEDDON, fitted new seats and tyres. Perkins engine, certificate of fitness 1962.

1949 A. G. JULIAN BRIGHTON GARAGE, Brighton, Cornwall, Grampound Rd. 455. Specifiers in used coaches.

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KINGSLAND AND SONS (CAMBERWELL), LTD.

1952 A.E.C. 9.6 engine, 41-seater Burlingham.

1952 CROSSLEY, 37-seater Strachan body, certificate of fitness 1962. £6000 o.n.o.

1949 BEDFORD, 29-seater body by Duple.

1947 GUY, 35-seater full-front body by Plaxton, re-bodied in 1952.

41-SEATER Thames body by Plaxton, available for immediate delivery.

246 BROMLEY ROAD

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Hither Green 4881.

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Used Passenger Vehicles (contd.)

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MAIN FORD DISTRIBUTORS.

1960 Thames diesel 41-seater Burlingham luxury coach, certificate of fitness 1967, low mileage, excellent condition, throughout, red interior, ivory exterior, specimen coach, £1,475.
1959 SB3 BEDFORD Duple 41 seats, heaters, etc., very nice all round, choice of four, £3,150 each.
1958 SB3 BEDFORD Duple 41-seater, good clean trim, £2,850.
1957 SB3 BEDFORD Duple 41-seater, red-cream exterior, red-fawn interior, heaters and wheel trim, etc., £2,600.
1954 BEDFORD Duple, fitted Bedford diesel 300 engine, very clean vehicle, 38 seats, heaters, good tyres, red-cream exterior, fawn interior, good certificate of fitness.
1949 COMMER Commando 29-seater, Tiverton body, useful vehicle in good condition; offers.
All vehicles over £500 are steam cleaned, re-silvered, A works serviced and thoroughly cleaned prior to delivery.

THERE is a good deal for you to see at—

140A LONDON ROAD, Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or Molesey 6949, after hours. 905-237

W. HAROLD PERRY, LTD.
MAIN FORD THAMES P.S.V. DEALERS,
STATION BRIDGE, WEALDSTONE,
MIDDLESEX.

1954, December, COMMER TS3 Plaxton 41-seater, Eaton 2-speed, certificate of fitness 1964.
1950 BEDFORD OB Duple Vista 29-seater, certificate of fitness October, 1962.
1949 COMMER Avenger, Plaxton 33-seater, certificate of fitness 1963.
1949 BEDFORD OB Thurgood 29-seater, uncertified, 10-year certificate, suitable for workmen or mobile shop.
1948 DENNIS Lance, Yeates 35-seater, certificate of fitness 1962.
PART-EXCHANGE. HIRE-PURCHASE.

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V. COLEMAN,
166 MAIN ROAD,
SUNDRENDE, KENT
Braintree 291.

1959 A.E.C. 43-seater Duple, front entrance, radio and heaters, glass roof quarters, many extras, one owner, as new, certificate of fitness 1966.
1951, June, A.E.C. 41-seater Mark IV, Heaver glass roof quarters, certificate of fitness 1966.
1956 BEDFORD 38-seater Duple, excellent condition, 2-speed axle, one owner.
1953 BEDFORD 38-seater Duples, one owner, choice of three, current certificate of fitness.
1955 BEDFORD 38-seater Yeates Riviera; this coach 38% all-round, certificate of fitness 1963.
1953 BEDFORD 29-seater Vista, excellent condition, synchromesh box, all good tyres, certificate of fitness 1964.

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1952 BEDFORD Duple, 33 seats and courier, glass roof quarters, radio and heater, £975.
1949 Half cab 33 seats, certificate of fitness 1963, sliding roofs and heater £225.

WOULD take car in part-exchange.

WESLEY'S BLUEBELL GARAGE, Stoke Goldington, Newport Pagnell, Bucks. Stoke Goldington 226. 905-472

1959 A.E.C. Panorama 41-seater Plaxton.
1959 FORD Thames, 41-seater Duple.

1952 A.E.C. 39-seater Burlingham.

R. J. COWDELL, 121 Malpas Rd., Newport, Mon. 905-435

EIGHT 1959 41-seater Duple BEDFORD coaches

or Leyland diesel engines. 41-seater Duple Britannia, fitted with radio, heaters and quarter lights, as new. Apply Muirhall Garage, Salisbury. By Motherwell, 907-9929.

Salsburgh 207.

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AGRICULTURAL VEHICLES

4 X 4 lime spreader, P6, 10.50 x 20 twins, together with elevator loader, Southern England, Bristol 7859 or 30 Conway Rd., Bristol, 4.

AMBULANCES

AMBULANCES, new and used, diesel and petrol, A Dennis, Commer, Morris, Austin and Bedford, Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. 905-693. Gladstone 2226.

ARTICULATED VEHICLES
(INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-some appearance and ideal weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-23. 905-882

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TRANSPORT (PASSENGER EQUIPMENT), LTD.

1948 A.E.C. 35-seater service saloons fitted 7.7 diesel engines, excellent mechanical order and general condition.

1948 DENNIS Lancet 32-34-seater service saloons, low mileage, fitted SLW Gardner engines, first-class vehicles.

1949 DENNIS Lancet 32-34-seater service saloons, excellent condition, fitted SLW Gardner engines, certificate of fitness November, 1964.

LEYLAND and Guy double-decker buses, choice of 50, certificates of fitness from 1961 to 1963, prices from £175 each.

OAK HOUSE,

BRUNSWICK STREET,

MACCLESFIELD.

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FIELDSEND, LTD.

PALACE BUILDINGS

CROSS LANE,

SALFORD, 5

Phone, PENDLETON 5331. 905-271

FORD 11-seater, low mileage.

1958 BEDFORD (petrol) Plaxton 41-seater, choice of five.

1957 COMMER TS3 51-seater Plaxton.

1957 LEYLAND Royal Tiger 41-seater.

1953 CROSSLEY 37-seater Churchill.

Phone, PENDLETON 5331. 905-271

1953 BEDFORD 37-seater Duple, 8-ft., fitted with heater radio and speech amplification, certificate of fitness May, 1963, new engine fitted 1960, very nice condition, maroon exterior.

1952 BEDFORD 38-seater Duple, 7 ft., 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness April, 1962, new engine fitted late 1960, very nice throughout, maroon exterior.

1954 BEDFORD 38-seater Duple, 8 ft., heater, radio and speech amplification, certificate of fitness until 1963, new engine, new tyres, wheel discs, all-round shock absorbers fitted 1960, in good all-round condition, exterior blue-grey.

1954 BEDFORD Duple 36-seater, Perkins R6, maroon-cream, very nice condition, Formica sides, certificate of fitness 1963.

1954 BEDFORD 38-seater Duple, first-class condition, certificate of fitness 1964, red and cream.

1961 Thamex Duple 41-seater, Eaton 2-speed axle, radio and speech amplification, quarter lights, markers, mud flap choice of three, ex-demonstration models, low mileage.

1959 Thamex Burlingham 41-seater, very nice condition, well maintained, one only.

1961 Thamex Duple 41-seaters to your own specifications for delivery whilst stocks last. List prices.

1961 Thamex Duple, K-type moulding, quarter lights, 2 ft. 6 in. for immediate delivery, painted to your colours, two only, list prices.

WANTED, 1960 BEDFORD SP3.

DISPATCH MOTORS, 256 Borough High St., S.E.1. Waterloo 5991. 905-329

1950 LEYLAND PSI Burlingham full-front 35-seater, 2650.

1956 BEDFORD 41-seater Duple, heaters, £2,150.

1949 BEDFORD 29-seater Vista, certificate of fitness three years, £345.

29 Brand-new Duple seats for sale £215.

CONWAY HUNT, LTD., Bronx Rd., Ottershaw. Phone, Ottershaw 461, day and night. 905-337

PEARL GARAGES, LTD.

A.E.C. 9.6 31-seater half-cab, 1949, certificate of fitness to 1963, £250.

A.E.C. 9.6 33-seater, full-fronted, 1950, certificate of fitness to 1963.

DENNIS Lance 35-seater half-cab, 1947, certificate of fitness 1954, £365.

DENNIS Lance 35-seater half-cab, 1949, certificate of fitness to 1963.

BEDFORD Vista 29-seater, 1949, certificate of fitness October, 1962.

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Miscellaneous Vehicles (contd.)

FOR sale one 1958 Thamex Trader 526E62 articulated unit and 10-ton capacity drop-side Scammell steel-bodied tipping trailer, fitted twin-leaf double-leaf tipping gear, B.T.C. fitted steel coupling with 10 ft. 6 in. leaf gear hydro-leaf brakes, excellent condition; would sell as unit or separately. Box CMU414, care of "The Commercial Motor" 905-9941

FOR sale, one 1958 Thamex Trader 526E62 articulated unit and 10-ton capacity drop-side Tasker trailer, size of trailer 24 ft. by 7 ft., height of sideboards 2 ft. 6 in., width 3 ft., extension sides available; fifth-wheel coupling and steering; fit with 10 ft. 6 in. leaf gear hydro-leaf brakes, excellent condition; would sell as unit or separately. Box CMU413, care of "The Commercial Motor" 905-9940

SCAMMELL flat 15-ft. trailers, 5-ton capacity, from £65.

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FOR sale: 1959 AUSTIN 5.1 tractor, 2.50 x 20; 2-speed axle. Tasker 10-ton low loader, K.O. axle, Tasker 12-yd. Edbro tipping trailer. Forest Row 183. 905-2

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Miscellaneous Vehicles (contd.)

1956 AUSTIN diesel tractor, 8-ton 23-ft. 9-in. platform semi-trailer, Ferraro of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2238-56-7.

1954 7-ton tractor diesel and semi-low-loader trailer, 15-ft. well, very clean, good tyres, 30,000 miles on present engine, £675. Langley Mill 2633, Notts. 905-124

1959 B.M.C. Scammell tractor and semi-trailer, £R25.

1959 BEDFORD Scammell tractor and boxvan equipped for carrying meat, £900.

1948 £185. BEDFORD tractor and 20-ft. trailer, petrol, JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457.

1946 SCAMMELL tractor fitted with new B.T.C. coupling and twin air line brakes. W. T. Bros., Middleton Rd., Heysham, Lancs. Heysham 743. 905-263

Miscellaneous Vehicles (contd.)

1957 COMMER TS3, air brakes, long wheelbase, two for £1,000.
1960 Trader short wheelbase steel body, £1,650.
1960 LEYLAND Octopus long wheelbase, Pilot gear, 11,000 miles, £3,750.
1960 ALWAYS 26 new tippers in stock.
24-HOUR service for Pilot and Edbro tipping lorries and spares.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone Bawtry 362, 457.

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1956 BEDFORD 6-ton long-wheelbase tipper, diesel, £1,000.
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ONE or two normal-control 7-ton, milicases 1,000-2,000.

BARTON MOTORS (PRESTON) LTD.,
PRESTON, 905-258

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DODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer, Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 905-504

1958 BEDFORD RL 4 x 4 7-ton Anthony tipper, Perkins R6 engine, the ideal go anywhere vehicle, £500 o.n.o. Potier, North Bersted. Phone: Bognor 762, evenings. 905-KB3628

1957 7-ton DODGE diesel tipper, very good condition, £575.
COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Phone: Crawley 25475-77. 905-1111

1960, March, DODGE, Leyland Comet engine, 6-wheel tipper with Eaton 2-speed axle and York trailing axle, £1,000, with 183-cu.-yd. aluminium alloy body, £3,500, will accept £1,450 o.n.o. A. Owen, Ltd., 72 Park Hill, Clapham, S.W.4. Mac 7211. 905-378

A. SPRINGALL, LTD.,
1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,200, will accept £1,450. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 905-373

1956 Normal-control Leyland Comet, fitted 12-ft. Pilot alloy bodies, 40 engines, 2-speed axle, nice condition, choice of three. R. Judd, Winter Underwood, Notts. Phone: Langley Mill 3182. 905-549

1960, November, COMMER 12-yd. medium-wheelbase tipper, negligible mileage, in first-class order, as new, £1,200.
1960, October 10-yd. tipper, negligible mileage, as new, £1,200.
1960, September, BEDFORD 7-ton tipper, 300 engine, 2-speed axle, in excellent order. 1950.
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RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 905-352

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WANTED, BEDFORD diesel tipper, any condition. 11 Prescott Place, Clapham, S.W.6. Mac 2264. 905-438

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1956 DODGE P6 tractor unit with 20-ft. flat-platform trailer. 4445.

HAREWOOD GARAGE, Thornaby on Tees. Phone: Stockton on Tees 65181. 905-59

RYLAND GARAGE, LTD.,
1959, October B.M.C. 5.1 diesel, 7-ft. 3-in. wheelbase 12-ton heavy-duty unit, 8.25 x 20 tyres, fifth-wheel, negligible mileage, £2500, choice of two.
1957 ATKINSON T745, Gardner 5LW 12-14-ton tractor, fifth wheel, vacuum brakes.
NEW BEDFORD-SCAMMELL 300 Bedford diesel engine, immediate delivery.
NEW SEDDON 5LW Gardner, fifth wheel, chassis and cab, air brakes.

RYLAND GARAGE, LTD.,
RYLAND STREET,
Off Broad Street,
BIRMINGHAM, 16.
Edgbaston 4501-5. 905-177

Miscellaneous Vehicles (contd.)

1957 DODGE 12-ton tractor with 22-ft. Carrimore drop-sided trailer, fifth-wheel, new R6 engine, unladen weight 6 tons 3 cwt., available shortly. 152 Hor. St., E.17. Cop 7202. 906-9954

£225. 1957 B.M.C. diesel Scammell tractor.
£175. 1954 SEDDON P6 diesel Scammell tractor, 2-speed axle.
£100. BEDFORD P6 diesel Scammell tractor.

TRAILERS to suit above from £75.
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TWO 10-12-ton tractor units and four 10-12-ton platform trailers urgently required, Leyland, Dodge or Bedford diesel preferred, vehicles must be in good condition.

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HUNDREDS of reconditioned trailers of all types always in stock.

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THE best of haul investments.

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LONDON office: 36 Victoria St., S.W.1. Phone: Abbey 2202. Manchester Office: 26 Corporation St., Manchester, 4. Phone: Deansgate 6009. Telex 66-249. 905-811

MERRIWORTH trailers, Midland distributors, Mortons Garages, Ltd., Coventry 53354. 905-92

NEW 11-ton 23-ft. SCAMMELL flat-platform trailer.

PARSONS AND PARSONS (GARAGES), LTD., Harrow, Essex. Phone: Potter Street 121. 905-90

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NEW York Freightmaster, 26-ft.-long alloy boxvan, S.A.E. coupling.

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2-TONNERS, Carrimore semi-low-loaders, Tasker coupling 26 ft. long, 16 ft. 6 in. wide, 7.08 x 20 twin. These trailers are new. Pollards Farm, London Rd., Chipping Norton. 905-3451

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60-80-TON Rodgers full semi-low-loading trailer, 100-ton maximum weight, excellent condition. £1,400. H.B.H. Motors, Colnbrook 2741. 905-159

Miscellaneous Vehicles (contd.)

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ONE 15-ton Four-in-Line, £1,018.

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23-ft. 10-ton Scammell trailer, also £175 8-ton

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26-FT. 6-IN. American artic. trailer, s.a.e. coupling, 10 tons 20 tyres, £300. Blamires, Longton, Lancashire. Phone: 3176. 905-565

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CYLINDER blocks, 020 complete with pistons, £7; new Solex carburetors, 20s.; pistons complete with rings, 020, 040, 060, 6s. QL crown wheel and pinions, £6; reconditioned engine, complete with accessories, £45. Rear axle assemblies, 6/41 ratio, £35 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255-6. zzz-663

DISMANTLING S- and A-type Bedford 1957-58 models. Perkins R-type engines, 7xd. hydraulic tipping bodies (steel); all parts available. Norths, Pontefract Rd., Stourport, Leeds, 10.

PISTONS, sizes 020 and 040, 060; Bedford crankshaft part, No. 705581; Bedford cylinder blocks, part No. 1125648 and exhaust valves, part No. 606799; cylinder head assemblies, new, part No. 7067610; flywheel assembly, complete, part No. 7055462. Current stock list now available. Hayes (Middlesex) Trading, Ltd., 73-75 Prince Regent Lane, Plaistow, London, E.13. Albert Dock 5601-2. 905-955

JOHNSON-ROBERTS, LTD., have been supplying exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself? £24 net trade or £36 with sale and reconditioned engine. Every cylinder head is tested and varnished ground. For full details write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 9111-4. zzz-827

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Bedford Wanted

WESTON tipping gear, A-type Bedford, without boom. Charnier Motors, Ltd., 71 Greenwich Street, S.E.1. London, S.E.10. Grc 203-34. 905-531

B.M.C.

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36 x 8 new 12-ply, £23; 14-ply, £25; 9.00 x 20 new standard, 12-ply, £23.10s.; 14-ply, £25. 10.50 x 20 new 10-ply, £17. Carriage paid. **222-613**

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36 x 8 new 12-ply, £23; 14-ply, £25; 9.00 x 20 new standard, 12-ply, £23.10s.; 14-ply, £25. 10.50 x 20 new 10-ply, £17. Carriage paid. **222-613**

SHEFFIELD TYRESTOCKS, 112 St. Philips Rd., Sheffield, 3. Phone, 21323. **905-9930**

NEW standard-tread tyres: 7.50 x 16, 6-ply, £9; 6.25 x 16, 7.00 x 16, 6-ply, £7.50; 7.00 x 16, 6-ply, £13. New Trak Grip-tread tyres, 8.25 x 10 14-ply, £15; 6.25 x 16 6-ply, £10. New remoulds, standard tread, 5.25 x 16, £4; 5.75 x 16, £5; 7.00 x 16, £5. Cheques with orders, please. Tyres dispatched per B.R.S. carriage paid. Trade supplied. Cundey and Stewart, Ltd., Affreton, Derbyshire. Phone, Leatbrook 47. **905-796**

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9. **222-826**

The specialists offer among many others the following heavy-duty components, unlined, 10.50 x 20 remoulds, 12.00 x 20 remoulds, as above, 10.15 x 20 remoulds. Write, phone or call with your requirements. **905-669**

FOUR 12.00 x 20 civy type assemblies, good, £80 o.n.o. Lawrence, Affreton, Derbyshire. Phone 505. **905-481**

Spare Parts and Supplies (contd.)

FOR sale, 6.00 x 20s, 6.50 x 20s, 7.00 x 20s, 7.50 x 20s, 8.25 x 20s. Some as new. All prices. May we quote you. London Tyre Stocks, 15a Fawell St., W.1. Park 9401. 905-9901

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. W.H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026.

WANTED, 8.25 x 15 and 9.00 x 20 tyres. John Eastwood and Sons, Ltd., Andersontown, Belfast, 906-9950.

WELDING

BARIMAR for scientific welding repairs under Barimar money back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankcases, broken crankshafts and most other diesel parts. Welders required by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls, Renown 2148. Grams, Bariquamar, Walgreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow, also operating at full blast. ZEE-750

Spare Parts and Supplies (contd.)

NOELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding repairs to detective crankcase blocks, gears, gearboxes, etc.

TRAFLAGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodnev 3559. ZEE-602

WHEELS

USED UNITS, Whittlefield, Burnley (phone 2262). All makes and types in stock. ZEE-678

BEDFORD, Commer, A.E.C., Ford and most others; also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. ZEE-728

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All makes and types in stock. ZEE-988

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

2,000. Which in stock of all types and sizes. English and American. ZEE-938

COMMERCIAL VEHICLE SPARES (MORLEY), LTD., 78 Scotchman Lane, Morley. Phone, Morley 1847. 905-703

Spare Parts and Supplies (contd.)

Wheels Wanted

WHEELS wanted: 7.50 x 20, 34 x 7, 8.25 x 20, 9.00 x 20, 5- and 8-spud. Commercial Vehicle Spares (Morley), Ltd., 78 Scotchman Lane, Morley, near Leeds. 905-292

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris etc. BAICO Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7.

CHASSIS DEVELOPMENTS, LTD., Skipton Industrial Estate, Luton 52571, for Bedford, wheelbase extensions and York third axle conversions. 906-9673

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152. 1426. ZEE-657

WINDSCREEN assemblies, half-drops, sliding windows, and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. ZEE-823

MISCELLANEOUS ADVERTISEMENTS

ACCOMMODATION

CATERING—WEST COUNTRY.

PAIGNTON HYDRO HOTEL. The most popular coaching hotel in Torbay. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for Saturday nights only, fully booked for remainder of 1961 season. Two large dining rooms available for functions and parties. Menus available at reasonable prices. Own coach/car park. Apply Mr. W. J. Gent, M.H.C.I. Phone 56333. ZEE-782

AGENTS—WANTED

ANNFIELD PRODUCTS (LONDON), LTD., sole distributors of Arnold steel wood screws, require agents on commission basis only for north-east, north-west and central England. First-class company with commercial background. Writing enclosing full particulars, to General Manager, 26 Gilbert St., London, W.1.

BUSINESSES, PREMISES, OFFICES, ETC.

WEST MIDLAND transport business, limited company, for sale, two vehicles, total unladen weight approximately 8 tons A. Apply 66 Kenilworth Rd., Coventry. Phone, Coventry 68503. 906-9932

HAULAGE business, a licence, articulated, approximately 23 tons, South Wales Area, good trading record. Box CM0411, care of "The Commercial Motor." 905-9419

FOR sale, private hire coach business, six coaches, two garages, flat over one, near city, retiring. Apply Box CM057, care of "The Commercial Motor." 905-74

PETROL Station (modern) over 100 yd. frontage, spacious, showrooms, four pump island, kiosk together with old-established business, selling cars, lorries and motorbikes. First £6,000 accepted. Over £1,000 of stock including petrol, oil, cars, scooters and motorcycles. Phone, Warrington 3566. 905-33

FOR sale, 2 acres light industrial, near Bishop's Stortford. Box CM0418, care of "The Commercial Motor." 909-9960

LIMITED company, 25 T. A. Metropolitan, general goods. Good Britain 30T. B. 30 miles radius, 16 vehicles. Good depot between Thames and Medway. Box CM054, care of "The Commercial Motor." 906-9965

NORTH-EAST AREA. 14 tons A modern vehicles and excellent normal user, limited company with well-established connections. Box CM054, care of "The Commercial Motor." 906-9965

BIRMINGHAM COMMERCIAL MOTORS, LTD., 560 B. Coventry Rd., Birmingham, 10. Phone, Victoria 0417. 905-233

HAULAGE business, Birmingham, comprising three vehicles including new Commer T53, 7-tonner with A licence, approximately 10 tons A. For most goods. G. B. Ltd., Bognor Regis.

HAULAGE business consisting seven Thames diesel lorries 1955-58, with B licences, general goods, fifty miles, owner retiring due to health reasons. North West area. Price £4,500.

HAULAGE business, Bristol area, 32 tons B licences with good user conditions, £10,000.

HAULAGE business, West Midlands, five 1957-60 multi-wheel long-wheelbase tippers with A licences, general goods.

HAULAGE business, Sussex, limited company, three contract licences, reasonable price.

1957 AUSTIN 5-6-tonner with A licence, West Riding, Yorkshire area.

FULLER particulars of the above can be supplied on request, and some hire-purchase available.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER. Phone, Glossop 2902-3. AFTER HOURS 2356. 905-241

WELL-ESTABLISHED haulage business for sale, comprising three eight-wheelers and three trailers, all modern vehicles, 37 tons A licences, Metropolitan Area, general goods. Great Britain, £40,000 turn-over. Further particulars, Box CM0511, care of "The Commercial Motor." 905-3622

FOR sale, limited company, Monmouthshire, 22 A licences, good normal user, unladen weight 87 tons, general goods, warehouse, loading platforms available. Full details principals only. Box CM0515, care of "The Commercial Motor." 905-3622

Miscellaneous Advertisements (contd.)

OLD-ESTABLISHED haulage, sand and ballast business for sale, West Surrey 20 good B licences, 70 tons, tippers, two contract A and two C, also lifting and loading tackle, etc. Would sell or lease freehold premises, post-war garage, 7,800 sq. ft., offices, stores, good yard and foreman's house, in all about one acre, good road access and connections, ample scope for expansion. Box CM0512. 905-3605

BUSINESSES, Premises, Offices, etc., Wanted

WANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER. Phone, Glossop 2902-3. AFTER HOURS 2356. 905-242

CONTRACT HIRE

LAND ROVERS, light vans and trucks available on contract hire. Apply for terms.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 905-558

CONTRACTS FOR HIRE AND WANTED

MAXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. ZEE-665

CONVERSIONS

HENDYS FOR FORD. BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD. SOUTHPHANTON 28331 (EIGHT LINES). ZEE-955

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engines, good working order. £240. W. VASS, LTD., Amptill, Bedford. Amptill 3255. ZEE-815

STACATRUCK 4,480 lb. lift, 4-cylinder diesel, 3-cylinder Coventry Climax, 4,000 lb. 4-cylinder diesel, engine requires attention. £45. Coventry Climax, 3-cylinder diesel, £600. Fenland Transport Services, Ltd., Thorney 371-2. 905-924

FORKLIFT trucks for sale!!! Petrol, diesel and electric, Coventry Climax, Clarke Stacatruck, etc. from 1,500 lb. to 4,000 lb. capacity. Part-exchanges arranged. Speed Electrics, Dept. CM, Church St., Basford, Nottingham. Phone, 75716. 905-93

COLBRO, LTD., offer fork-lift truck for immediate disposal, subject to prior commitment.

ONE Ross fork-lift, 14,000 lb. capacity, 10-ft. lift, on pneumatics, refitted, order, £1,150.

ONE Hyster fork-lift truck, 15,000 lb. capacity, 17-ft. 6-in. lift, good working order, on pneumatics, power steering. £1,500.

ONE Stacatruck, 4,000 lb. capacity, on solids, needs attention. £1,500.

SPECIAL offer: One brand-new conveyorator, 6,000 lb. capacity, 12-ft. lift, diesel-driven fork lift, on pneumatics, torque-converter drive, immediate disposal, £1,500.

JAW BONE WORKS, Rothwell Haigh, Leeds. Phone, Rothwell 3258. 905-273

INSURANCE

PAUL CHILDS, LTD. Insurance specialists. See our displayed advertisement on page 82. 905-631

Miscellaneous Advertisements (contd.)

MISCELLANEOUS

CINEMA seats for lorries 24s, a dozen, new solid leather gauntlet gloves 3s. 11d. pair reduced from 9s. 11d., cotton canvas gloves 15s. dozen pairs (new). New clear Perspex side screens 18s. dozen, plus carriage. Lewis, 44 High St., Whitechapel, London, E.1. 905-34

TO sports ground secretaries. The following equipment for hire: 10 ft. 6 in. scythes, 10 ft. 6 in. scythes, Green's Gang mowers, separately or in sets of three; two Allen Autosythes; four 24-in. Ransomes and Atco motor mowers; two 14-in. and 18-in. Ransomes bowing green mowers. Inspected our works: for sale, low price. Norman Walker (Machinery), Ltd., Amby, Hull. 907-9963

NOTICES

A DVERTISER with established motor vehicle limited company prepared to handle resale of any quantity car and commercial vehicles repossessed by reputable hire-purchase companies. Sales would be handled from Essex headquarters. Box CM058, care of "The Commercial Motor."

905-44

PERSONAL

HOW TO MAKE MONEY FROM IDEAS.

GOOD FINANCIAL REWARD FOR SUGGESTIONS, IDEAS, INVENTIONS.

If you have an idea for a new article, improved design for an old one, or in fact any thoughts at all about fresh fittings or accessories we could make for motor vehicles, commercial or private, why not write or better still come and talk to us at your convenience, maybe on Saturday or Saturday afternoon or Sunday by written or telephone appointment.

We are seeking fresh ideas and will pay handsomely for any suggestions we take up and put into production.

CONTACT Mr. Robert at Albert Jagger, Ltd., Centaur Works, Green Lane, Walsall. Walsall 27373. 905-230

SITUATIONS VACANT

A. M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on No. pay, no fees, terms. Over 90% success. For details of exams and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 148 Lane, London, W.8. ZEE-812

EXPERIENCED light commercial salesman. Sales record essential, guaranteed wage, splendid prospects. accommodation shortly available. Gilbert Rice, Ltd., Main Ford Dealers, Horsham and Crawley. 906-9935

A VACANCY EXISTS FOR A COMMERCIAL VEHICLE AND/OR P.S. VEHICLE

SALES REPRESENTATIVE.

This position offers exceptional opportunities to a man who possesses a successful record in this field and is capable of high earnings and working without supervision. Apply giving details in writing to—

THE SALES DIRECTOR.

LYTON COMMERCIAL MOTORS, LTD.

THE SQUARE.

DUNSTABLE, BEDS.

905-9

MOTOR vehicle fitter required by garage in south London; top rate paid to man with first-class diesel experience. Prospects in expanding company. Session scheme in which non-continuity and part-time scheme. Write full details of experience and present salary to Box CM052, care of "The Commercial Motor."

CAPABLE office staff required by large hauliers, pension scheme, contract. Send details of past experience and qualifications to Secretary, Thomas Allen, Ltd., 58-84 Hermitage Wall, Wapping, E.1. 905-3507

COMMERCIAL vehicle salesman with proved record required by main Ford dealers, salary commission, car and pension scheme, excellent prospects for experienced man. Applications in writing, giving full details, to the Sales Manager, Warrington Motor Co., Ltd., Bank St., Warrington. 905-54

Miscellaneous Advertisements (contd.)

ASSISTANT MECHANICAL EQUIPMENT ENGINEER (TRANSPORT).

A RABIAN GULF SHEIKHDOM OF QATAR.

THE Government of Qatar invite applications for the post of Assistant Mechanical Equipment Engineer (Road Transport) in the Mechanical Equipment Department.

DUTIES: To organize the maintenance and provision of spare parts for a fleet of approximately 350 road vehicles.

QUALIFICATIONS: Degree or Diploma in Mechanical Engineering and/or extensive experience in the light and heavy repair of vehicles of all types; a knowledge of Arabic desirable.

SALARY: Scale £2, £1,590 to £2,070. Starting point according to grade and experience.

Age limit: 30-45 years.

GENERAL conditions: Free air-conditioned accommodation furnished at high standard; free fuel, water and electricity; all expenses for wife, wife and up to three children; free medical and dental treatment; annual leave of six days for each month of duty; interest free car loan with generous running allowance; gratuity of one month's salary for each year of service; no income tax.

APPLICATIONS endorsed "Mechanical Engineer" should be sent by air mail to the Minister of Petroleum, Government of Qatar, Doha, Qatar, Arabian Gulf, with copy to C. Tennant Sons and Co., Ltd., 4 Copthall Avenue, London, E.C.2, giving full details of qualifications, experience, nationality, age, religion, marital status, names of three referees and a recent dated photograph. 905-9938

FULLY experienced commercial vehicle salesman required by Rootes group dealers, Carris Motors, Ltd. Lewisham, S.E.13. Apply General Sales Manager, Lee Green, 905-8585.

COMMERCIAL-VEHICLE salesmen. We are expanding and require more experienced Bedford salesmen. Our payment is most attractive. Please ring Sales Manager at Carmo, Gai 5555, for appointment. 905-13

PARTS manager required for Vauxhall-Bedford main dealer, depot Surrey-Middlesex border, bungalow available to suitable applicant. Apply Box CM059, care of "The Commercial Motor." 906-9951

SENIOR salesman for car and/or commercial vehicles, preferably with B.M.C. experience, excellent prospects for early promotion for the right man, new spacious showroom. 907-9952

AUSTIN distributors, King and Taylor, Ltd., The Wharf, Godalming. Phone 503.

SALES EXECUTIVE

FOR COMPONENTS MANUFACTURERS.

For progressive company of commercial vehicle component manufacturers, position for experienced executive for London and immediate Area, also may be required for visits to the Continent, must have current connections with large export organizations and Ministry and Ministry departments, salary car allowance and expenses, retention £2,500 to £4,000 per annum, also Midlands, Northern and Scottish Regional Representatives for trade sales, remuneration £2,000 to £2,500 per annum, all interested apply to Box CM059, care of "The Commercial Motor," giving sales record, age, full personal particulars and total remuneration required, present staff advised. 902-323

EXPERIENCED commercial salesman urgently required. For further particulars, apply Coach Sales Manager, Don Eversall (Commercial Vehicles), Ltd., 34 Cleveland Rd., Wolverhampton. 905-426

EXPERIENCED commercial vehicle sales representative required, able to earn £2,000 or more per annum on salary and commission basis by Midland agent representing several prominent manufacturers can provide; applicants must be keen, energetic and full commercial up-to-date values, etc., good sales record essential. Write for interview stating age, experience. Box CM0417, care of "The Commercial Motor." 905-529

COMMERCIAL salesman required for Dodge distributors in Croydon area. The 3473-4 905-505

MOTOR fitted required experienced in petrol and diesel engines, must be able to fit and repair all types of 25 light delivery vans, must be fully skilled and able to work on own initiative. Clapton area. Replies in writing to Assistant Transport Engineer, Initial Carrier Co., 193 Goswell Road, E.C.1. 905-421

PARTSMAN-counterpart for Vauxhall-Bedford, high wages. Apply Green Garage, Ltd., 641 Staines Rd., Bedfont, Middlesex. 905-509

SITUATIONS WANTED

ENGINEER M.I.R.E., extensive executive experience in the most important areas and overseas; desires suitable position at home or overseas.

TRAINING (practical) Railways apprenticeship (five years); pupil chassis manufacturer (two years); (theoretical) public schools and University.

EXPERIENCED Manager of a small department of fleets up to 300 units; organization of workshop, cost and stores control; control of necessary staff.

ACCOMPLISHMENTS. Reduction of expenditure in maintenance and fuel costs; improved fleet efficiency and reliability; reduced vehicle breakdowns.

COMMENCING salary not of major importance. Prospects essential. Excellent references available. Box CM0514, care of "The Commercial Motor." 905-3625

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 31 million cu. ft. for storage and daily distribution of all types of commodities on a road and rail network transport throughout Kent, Surrey, Sussex and Hants. 905-792

NORTH East England. Storage and distribution, all commodities, furniture, bedding, etc. pantile, used collection as required. Box CM046, care of "The Commercial Motor." 905-3440

Miscellaneous Advertisements (contd.)

TENDERS

BOROUGH OF WOOD GREEN.

REFUSE DESTRUCTOR WORKS TRACTOR.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF A SMALL DIESEL-POWERED TRACTOR CAPABLE OF TOWING A CLINKER-LADEN TRAILER.

Outline specification and contract documents may be obtained from the Borough Engineer and Surveyor, Town Hall, Wood Green, N.22.

Tenders in plain sealed envelopes, endorsed "Tender for Refuse Destructor Works Tractor" but bearing no name or mark indicating the sender must be delivered to the undersigned not later than noon on Tuesday May 9, 1961.

G. W. PLATER,
Town Clerk.
905-25

METROPOLITAN BOROUGH OF HAMPSTEAD.

FOR SALE—

TWO 3-TON DENNIS TIPPING LORRIES,
1948, NOT GUARANTEED, NOT TAXED.

Can be seen and inspected at Sales Depot, Lynton Road, N.W.6.

Quotations (in sealed envelopes marked "Dennis Lorries") to the Borough Engineer and Surveyor, Town Hall, Haverstock Hill, N.W.3, by Thursday, May 4, 1961.

905-22

BOROUGH OF LEYTON.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING VEHICLES:

TWO KARRIER GAMECOCK 3-4-TON TIPPING TRUCKS.

ONE BEDFORD 15-CWT. VAN.

ONE BEDFORD 15-CWT. TIPPING PICK-UP TRUCK.

ONE KARRIER BANTAM 2-TON TIPPING TRUCK.

Specification and Forms of Tender can be obtained from the Borough Engineer, Town Hall, Leyton, E.10, and tenders in the envelopes provided must reach the Town Clerk not later than 12 noon on Monday, May 8, 1961. The Council does not bind itself to accept the lowest or any tender.

D. J. OSBORNE,
Town Clerk.
905-17

BOROUGH OF KIDDERMINSTER.

THE COUNCIL INVITE TENDERS FOR THE SUPPLY OF

TWO BEDFORD VEHICLES.

Particulars and form of tender obtainable from the Borough Engineer and Surveyor, 110 Mill Street, Kidderminster. Closing date for receipt of tenders is May 19, 1961.

Town Hall, Kidderminster. JOHN L. EVANS, Town Clerk. April 14, 1961.

905-53

COUNTY BOROUGH OF EAST HAM.

TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING:

(1) AUSTIN OR COMMER 15-CWT. PICK-UP TAKING IN PART-EXCHANGE A 1946 10-CWT. BEDFORD VAN.

ONE DIESEL-ENGINE ROAD ROLLER TAKING IN PART-EXCHANGE AN AVELING PORTER STEAM ROLLER.

(2) AMBULANCE BODIES TO BE MOUNTED ON DENNIS AMBULANCE CHASSIS.

Further details and forms of tender can be obtained from the Borough Engineer, Town Hall, E.6, and tenders should be available not later than 12 noon on May 10, 1961.

905-43

CAERNARVONSHIRE COUNTY COUNCIL.

APPLICATIONS INVITED FOR SUPPLYING

TWO DIESEL AMBULANCES

WITH LOMAS OR APPLEYARD BODIES ON B.M.C. LDO4 STAGE 2 CHASSIS.

Further particulars and tender forms from County Ambulance Officer, County Offices, Caernarvon. Closing date, May 6, 1961.

905-89

April 21, 1961—THE COMMERCIAL MOTOR 79

(Supplement)

Miscellaneous Advertisements (contd.)

DERBYSHIRE COUNTY COUNCIL.

PURCHASE OF NEW VEHICLES FOR THE AMBULANCE SERVICE.

THE COUNCIL INVITE TENDERS FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING:

NINE

BEDFORD-LOMAS J1 (25-CWT.)

A MBULANCES.

Forms of tender, together with specifications of the above-mentioned vehicles, may be obtained on application to the County Medical Officer, County Offices, Matlock, Derbyshire.

SEALED TENDERS must be forwarded in envelopes which will be provided and must be delivered to the undersigned not later than 10 a.m. on Monday, May 15, 1961. The Council does not bind itself to accept the whole or any part of any tender submitted.

D. G. GILMAN,
Clerk of the County Council
905-8

CARMARTHEN RURAL DISTRICT COUNCIL.

TENDERS FOR THE SUPPLY OF VEHICLES.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING VEHICLES:

(1) TWO 5-CWT. VANS (NOT EXCEEDING 1,000 C.C.), SELLER TO TAKE ONE AUSTIN 5-CWT. (1946) VAN AND ONE FORD 5-CWT. (1947) VAN IN PART-EXCHANGE.

(2) LONG-WHEELBASE LAND ROVER WITH THREE-QUARTER LENGTH HOOD ALTERNATIVE PRICES TO BE QUOTED FOR PETROL AND DIESEL ENGINES. SELLER TO TAKE ONE AUSTIN 25-CWT. (1949) VAN AND ONE FORD VS (1948) LORRY IN PART-EXCHANGE.

(3) ONE 6-CYLINDER REFUSE LOADER WITH "COMPRESSMORE" BODY. ALTERNATIVE PRICES TO BE QUOTED FOR PETROL AND DIESEL ENGINES AND ALSO FOR (1) 12-20 CU. YD. CAPACITY AND (2) 10 CU. YD. CAPACITY. SELLER TO TAKE A BEDFORD (1950) UTILIBRAKE IN PART-EXCHANGE.

TENDERS, giving delivery periods, etc., in plain sealed envelopes marked "Tenders for Vehicles," should be submitted to the undersigned not later than Monday, May 1, 1961.

The vehicles offered in part-exchange may be inspected at the Council Yard, 3 Spilman Street, Carmarthen. The Council does not bind itself to accept the lowest or any tender.

Dated April 10, 1961.

F. ERNEST WILLIAMS,
Clerk of the Council.

Rural District Council Offices,
3 Spilman Street,
Carmarthen.
Phone 6676.

905-31

BOOKS AND PUBLICATIONS

M AINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

D IESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-869

L ONDON WHARVES AND DOCKS 2nd Edition. A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London and dock areas. Illustrated. 114 pages. 7s. 6d. net (drammed paper board) and 6s. net (paper board covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

"MODERN CLEANSING APPLIANCES" by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

M OTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by P. K. Sully. Based on the syllabus in Motor Vehicle Service Mechanics' Works. This book is designed for students entering for the Award of the City and Guilds of London Institute in Motor Vehicle Service Mechanics' Award in Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

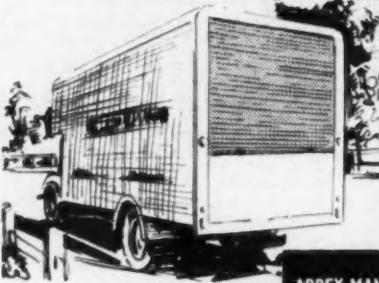
T HE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Juniper. This text book deals with the technical work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 396 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1.

222

61

HOWARD
BROS. LTD.

NEW TYPE **FEZILIFT**
SHUTTERS



FOR
COMMERCIAL
VEHICLES

ABBEY MANUFACTURING ESTATE
MOUNT PLEASANT
WEMBLEY · MIDDX.

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*May we have your
enquiries?*



Practical Welding Repairs

C. G. BAINBRIDGE

The first to be devoted exclusively to general repair welding, this practical handbook deals with welding repair applications of all kinds and over a wide range of industry.

It covers fully the three main fields of repair welding castings, sheet metal and the rebuilding of worn parts and provides, in simple language and with numerous illustrations, all the information the repair welder needs to improve his technique and apply it to best advantage in any of the tasks which fall within the wide scope of general repair welding.

8½ x 5½ in. 136 pp. Illustrated. Fabroleen Boards.

15s. net from Booksellers or 15s. 9d. by post from The Publishers.

TEMPLE PRESS BOOKS
Bowling Green Lane, London, E.C.1



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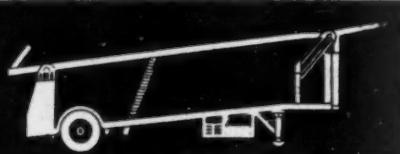
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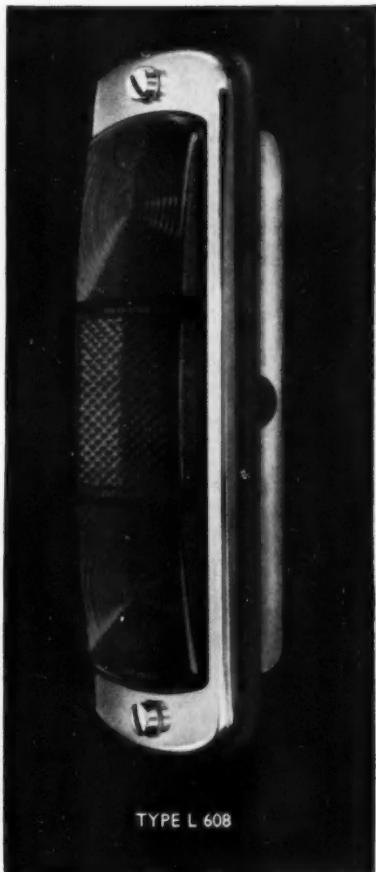
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